ORDINANCE NO. 2025-018

AN ORDINANCE of the City Council of the City of Arlington, Washington, establishing a planned action for Island Crossing pursuant to the State Environmental Policy Act

WHEREAS, the State Environmental Policy Act (SEPA) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act (GMA); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action environmental impact statement (EIS), and thereby encourages desired growth and economic development; and

WHEREAS, a subarea of the city consisting of the Island Crossing Subarea as depicted on the map attached hereto as **Exhibit A** and incorporated herein by this reference, has been identified as a planned action area for future redevelopment (Planned Action Area); and

WHEREAS, the City held a public hearing on September 16, 2025 before the Hearing Examiner, and the Hearing Examiner considered public comment and recommended approval of the Island Crossing Subarea Plan, development regulations, and design guidelines; and

WHEREAS, to guide Island Crossing's growth and redevelopment within the Planned Action Area, the City is adopting the Island Crossing Subarea Plan; and

WHEREAS, the City is adopting the Island Crossing zoning map, zoning code development standards, and design guidelines, to regulate development within the Planned Action Area; and

WHEREAS, the City desires to designate a Planned Action for the Island Crossing; and

WHEREAS, after public participation and coordination with affected parties, the City, as lead SEPA agency, issued the Island Crossing Subarea Plan Planned Action Final Environmental Impact Statement dated October 9, 2025 (FEIS), which identifies the impacts and mitigation measures associated with planned development in the Future Planned Action Area; and

WHEREAS, the City has adopted development regulations and ordinances which will help protect the environment; and

WHEREAS, the City's SEPA Rules, set forth in AMC 20.98.020 provide for Planned Actions within the City; and

WHEREAS, adopting a Planned Action for the Island Crossing Subarea Plan with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City Council of the City of Arlington finds that adopting this Ordinance and its Exhibits is in the public interest and will advance the public health, safety, and welfare.

THE CITY COUNCIL OF THE CITY OF ARLINGTON, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. *Purpose***.** The City Council declares that the purpose of this ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, City codes and ordinances together with the mitigation measures in the Island Crossing Planned Action EIS to mitigate environmental impacts and process planned action development applications in the Planned Action Area;

B. Designate the Island Crossing as a Planned Action Area for purposes of environmental review and permitting of subsequent, implementing projects pursuant to SEPA, RCW 43.21C.440;

C. Confirm that the Planned Action EIS meets the requirements of a Planned Action EIS pursuant to SEPA;

D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent projects within the Planned Action Area qualify as Planned Actions;

E. Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, identify the criteria for Planned Action Project approval, and determine how development project applications that qualify as Planned Action Projects will be processed by the City;

F. Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and

G. Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to address the impacts of future development contemplated by this Ordinance.

SECTION 2. *Findings***.** The City Council finds as follows:

A. The procedural and substantive requirements of SEPA (RCW 43.21C) have been complied with.

B. The procedural requirements of GMA (RCW 36.70A) have been complied with.

C. The proposed action is consistent with the Arlington Comprehensive Plan.

D. All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's municipal code.

E. The Arlington City Council finds and determines that regulation of land use and development is subject to the authority and general police power of the City, and the City

reserves its powers and authority to appropriately amend, modify, and revise such land use controls in accordance with applicable law.

F. An EIS has been prepared for the Planned Action Area, and the City Council finds that the EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.

G. The mitigation measures identified in the Island Crossing Planned Action EIS and attached to this ordinance as Exhibit B, incorporated herein by reference, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Area.

H. The Island Crossing Subarea Plan and Island Crossing Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action.

I. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development.

J. The City provided several opportunities for meaningful public involvement and review in the Community Plan and Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

K. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

L. The designated Planned Action Area is located entirely within an Urban Growth Area and is smaller than the overall City boundaries.

M. Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

SECTION 3. Procedures and Criteria for Evaluating and Determining Planned Action Projects within Planned Action Area.

A. Planned Action Area. This Planned Action designation shall apply to the area shown in **Exhibit A**, incorporated herein by reference.

B. Environmental Document. A Planned Action determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in **Exhibit B** of this Ordinance, are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

C. Planned Action Projects Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection 3.D and the mitigation measures contained in **Exhibit B**, are designated Planned Action Projects pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area that meets the criteria in Subsections 3.D and 3.E may be designated a Planned Action Project pursuant to the process in Subsection 3.G.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Island Crossing Subarea Development Standards (AMC 20.119) and can qualify as Planned Actions:

i. Commercial, retail, restaurant, services, open air markets (consistent with zone requirements)

ii. Hotels (varies by zone)

iii. Vehicle and heavy equipment sales (varies by zone)

iv. Industrial (varies by zone)

v. Electric vehicle infrastructure, energy, and utility facilities

vi. Open space, parks, trails, recreation, gathering spaces

vii. Cultural, social, civic (consistent with zone requirements)

viii. Street and non-motorized circulation improvements consistent with the Transportation evaluation in the Planned Action EIS, Subarea Plan, and Development Standards

ix. Other uses allowed in the Zoning regulations applicable to the Island Crossing Subarea Plan Area that are similar to studied uses as determined by the responsible official or designee.

x. Enlargement or intensification of uses existing at the time the Planned Action Area is approved, so long as such enlargement or intensification complies with the Zoning Code and Island Crossing Subarea Development Standards.

(b) Planned Action Project Land Uses: A land use shall be considered a Planned Action Project Land Use when:

i. it is within the Planned Action Area as shown in Exhibit A;

ii. it is within one or more of the land use categories described in the Island Crossing Zones in subsection D(1)(a) above; and

iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action may be a single Planned Action use or a combination of Planned Action uses together in a mixed use development. Planned Action uses include accessory uses.

(c) Public Services: The following public services, infrastructure and utilities are also Planned Action Projects: Multi-modal transportation improvements, water and sewer improvements, and stormwater improvements, considered in capital plans associated with the Island Crossing Subarea Plan.

i. Applicants for public services, infrastructure and utilities projects shall demonstrate consistency with all applicable city, county, state, and federal laws, regulations, and permitting requirement, including but not limited to the Island Crossing Subarea Plan, Arlington Shoreline Master Program, Arlington Critical Areas Ordinance, and Floodplain Development Regulations.

ii. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action.

(2) Development Thresholds:

(a) Land Use: The following maximum amounts of new land uses are contemplated by the Planned Action:

Table D2a-1. Planned Action Development Limits 2025-2044: Preferred Alternative Net Growth and Total

	Existing (2025)*	Net Change	Total
Jobs	215	610	825
Dwelling	5	-3**	2

** Existing jobs source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development; MAKERS, 2025.*
*** Represents the loss of existing legal non-conforming residential dwellings as redevelopment occurs.*

(b) Shifting development amounts between land uses in Subsection 3(D)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action or combination of Planned Actions exceed the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The maximum number of PM peak hour trips anticipated in the Planned Action Area and reviewed in the EIS is as follows:

Table D3a-1. PM Peak Hour Vehicle Trips Generated, Preferred Alternative

Land Use	No Action Total Trips	Preferred Alternative Total Trips
Residential	3	2
Office	27	0
Retail	1,228	3,507
Total	**1,258**	**3,509**

Source: Transpo Group, 2025.

(b) Concurrency. All Planned Actions shall meet the transportation concurrency requirements and the level of service (LOS) thresholds established in the Arlington Comprehensive Plan and AMC Chapter 20.56.

(c) Traffic Impact and Mitigation. The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with **Exhibit B**. Planned action applicants shall provide the following documentation at a minimum unless otherwise required to address standards of AMC 20.04.120 and AMC 20.56:

(i) Trip generation and total trips in relation to the trip bank in Subsection 3.D(3)(a) and (d).

(ii) Site-specific access design and consistency with City standards.

(iii) Implementation of required frontage improvements consistent with applicable City engineering standards.

(iv) Share of cost on areawide mitigation per Exhibit B-2.

(d) Discretion. The City Engineer or his/her designee shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City Engineer at his or her sole discretion, for each project permit application proposed under this Planned Action.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS, would not qualify as a Planned Action.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review is conducted.

(6) Substantive Authority. Pursuant to SEPA Substantive Authority at AMC 20.98.200 and Comprehensive Plan Policies, impacts shall be mitigated through the measures included in **Exhibit B**.

E. Planned Action Review Criteria.

(1) The City's SEPA Responsible Official may designate as "planned actions", pursuant to RCW 43.21C.030, applications that meet all of the following conditions:

(a) The proposal is located within the Planned Action area identified in **Exhibit A** of this ordinance;

(b) The proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 3.D of this ordinance;

(c) The proposal is within the Planned Action thresholds and other criteria of Subsection 3.D of this ordinance;

(d) The proposal is consistent with the City of Arlington Comprehensive Plan and the Island Crossing Subarea Plan;

(e) The proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) The proposal's significant impacts have been mitigated by application of the measures identified in **Exhibit B**, and other applicable City regulations, together with any modifications or variances or special permits that may be required;

(g) The proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) The proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.

(2) The City shall base its decision on review of a Planned Action SEPA checklist (Exhibit B), or an alternative form approved by state law, and review of the application and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a planned action, consistent with the requirements of RCW 43.21C.030, WAC 197-11-164 et seq., and this ordinance.

F. Effect of Planned Action.

(1) Designation as a Planned Action Project by the SEPA Responsible Official means that a qualifying proposal has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein, and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Subsection 3.D and qualifies as a planned action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for planned actions shall be reviewed pursuant to the following process:

(1) Development applications shall meet all applicable requirements of the Arlington Municipal Code (AMC). Applications for planned actions shall be made on forms provided by the City and shall include the Planned Action SEPA checklist (Exhibit B).

(2) The City's SEPA Responsible Official shall determine whether the application is complete as provided in AMC Chapter 20.98.

(3) If the application is for a project within the Planned Action Area defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action project.

(a) The decision of the City's SEPA Responsible Official regarding qualification of a project as a Planned Action is an administrative decision. The SEPA Responsible Official shall notify the applicant of his/her decision. Notice of the determination on zoning permit decisions per AMC 20.16.100 involving a planned action shall also be mailed or otherwise verifiably delivered to federally recognized tribal governments and to agencies with jurisdiction over the planned action project, pursuant to RCW 43.21C.440.

(b) If the project is determined to qualify as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in AMC Chapter 20.16, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

(c) Notice of the application for a planned action project shall be consistent with Chapter 20.98 AMC.

(4) If notice is otherwise required for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not otherwise required for the underlying permit, no special notice is required by this ordinance. See Subsection 3.G(3)(a) regarding notice of the zoning permit decision.

(5) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action project, consistent with RCW 36.70B.170 et seq.

(6) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SECTION 4. *Monitoring and Review.*

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five years from its effective date. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action area, the impacts of development, and required mitigation measures. The SEPA Responsible Official shall also consider the implementation of Public Agency Actions and Commitments in Exhibit C. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the Planned Action EIS.

SECTION 5. *Conflict.* In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any Ordinance or regulation of the City, the provisions of this Ordinance shall control, except that the provision of any International Building Code shall supersede.

SECTION 6. *Severability*. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

SECTION 7. *Effective Date*. This ordinance shall take effect and be in force ten (10) days from and after its passage, approval and publication as provided by law.

PASSED by the City Council the 20th day of October, 2025

Approved this 20th day of October, 2025

Don E. Vanney, Mayor

ATTEST:

Wendy VanDer Meersche, City Clerk

APPROVED AS TO FORM:

Oskar E. Rey, City Attorney

PUBLISHED the 24th day of October, 2025
EFFECTIVE the 29th day of October, 2025

ORDINANCE NO. 2025-018

CERTIFICATION OF ORDINANCE

I, Wendy Van Der Meersche, being the duly appointed City Clerk of the City of Arlington, Washington, a municipal corporation, do hereby certify that the following Ordinance No. 2025-018 was approved at the October 20, 2025 City Council meeting.

ORDINANCE NO. 2025-018

"AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ARLINGTON, WASHINGTON, ESTABLISHING A PLANNED ACTION FOR ISLAND CROSSING PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT"

A true and correct copy of the original ordinance is attached.

Dated this 22nd day of October, 2025

Wendy Van Der Meersche
City Clerk for the City of Arlington

Exhibit A: Island Crossing Planned Action Area

Source: MAKERS, 2025.

Exhibit B. SEPA Checklist and Mitigation Measures

Exhibit B: Example Environmental Checklist and Required Mitigation Document

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Arlington issued the Island Crossing Draft Environmental Impact Statement (EIS) on August 1, 2025, and the Final EIS was issued on October 9, 2025. The Draft and the Final EIS together are referenced herein as the "EIS". The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with future development, along with measures to mitigate those significant adverse impacts in the Planned Action Area

On October 20, 2025, the City of Arlington adopted Ordinance No. 2025-018 establishing a planned action designation for the Island Crossing Subarea studied as Planned Action in the EIS (see **Exhibit A**). SEPA Rules indicates review of a project proposed as a planned action is intended to be simpler and more focused than for other projects (WAC 197-11-172). In addition, SEPA allows an agency to utilize a modified checklist form that is designated within the planned action ordinance (see RCW 43.21c.440). This **Exhibit B-1** provides a modified checklist form adopted in the Island Crossing Planned Action Ordinance.

MITIGATION MEASURES

The Mitigation Measures are provided in **Exhibit B-2**, and also summarized in the environmental checklist. The mitigation measures shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Island Crossing Planned Action Area (see **Exhibit A**).

APPLICABLE PLANS AND REGULATIONS

The EIS identifies specific regulations that act as mitigation measures. These are summarized in **Exhibit B-3** by EIS topic, and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Actions, including the regulations that are adopted with the Preferred Alternative. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

INSTRUCTIONS TO APPLICANTS

This environmental checklist asks you to describe some basic information about your proposal. The City of Arlington will use this checklist to determine whether the project is consistent with the analysis in the Island Crossing Planned Action EIS and qualifies as a planned action or would otherwise require additional environmental review under SEPA. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information. In most cases, you should be able to answer the questions from your own project plans and the Planned Action EIS without the need to hire experts.

Exhibit B-1 Modified SEPA Checklist

A. PROPOSAL DESCRIPTION

Date:		
Applicant:		
Property Owner:		
Property Address	Street:	City, State, Zip Code:
Parcel Information	Assessor Parcel Number:	Property Size in Acres:
Give a brief, complete description of your proposal.		
Property Zoning	District Name:	Building Type:
Permits Requested (list all that apply)	Land Use: Building:	Engineering: Other:
	All Applications Deemed Complete? Yes __ No __ Explain:	
	Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes __ No __ Explain:	
Existing Land Use	Describe Existing Uses on the Site:	
Proposed Land Use – Check All That Apply	◻ Commercial, retail, restaurant, services, open air markets ◻ Hotels ◻ Vehicle and heavy equipment sales ◻ Industrial ◻ Electric vehicle infrastructure, energy, and utility facilities	◻ Open space, parks, trails, recreation, gathering spaces ◻ Cultural, social, civic ◻ Street and non-motorized circulation improvements ◻ Other
Non-residential Uses: Building Square Feet	Existing: Net Change Employment in Ordinance: 610 Total Employment in Ordinance: 825	Proposed: Job Remainder as of 20__ Building square feet: Jobs:

Building Height	Existing Stories: Existing Height in feet	Proposed Stories: Proposed Height in feet:	
Parking Spaces	Existing:	Proposed:	
Impervious Surfaces	Existing Square Feet:	Proposed Square Feet:	
PM Peak Hour Weekday Vehicle Trips	Existing Estimated Trips Total:	Future Estimated Trips Total:	Net New Trips:
	Source of Trip Rate: ITE Manual ___ Other ____	Transportation Impacts Determined Consistent with AMC 20.04.120 and Chapter 20.56. Yes ____ No ____	
Proposed timing or schedule (including phasing).			
Describe plans for future additions, expansion, or further activity related to this proposal.			
List any available or pending environmental information directly related to this proposal.			

B. ENVIRONMENTAL CHECKLIST AND MITIGATION MEASURES

Earth Checklist and Mitigation Measure

Earth Checklist and Mitigation Measures ***Find help answering earth questions***[1]	
a. General description of the site: Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:	**Staff Comments:**
b. What is the steepest slope on the site (approximate percent slope)?	
c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)?	
d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.	
e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.	
f. Could erosion occur because of clearing, construction, or use? If so, generally describe.	
g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?	
h. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Temporary erosion and sediment controls □ Compliance with grading and fill standards □ Compliance with critical area regulations Explain:	

[1] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

Air Checklist and Mitigation Measure

Air Checklist and Mitigation Measures ***Find help answering air questions***[2]	
a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.	**Staff Comments:**
b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.	
c. Proposed measures to reduce or control emissions or other impacts to air, if any.	

Water Checklist and Mitigation Measure

Water Checklist and Mitigation Measures ***Find help answering water questions***[3]	
d. **Surface:** *Find help answering surface water questions*[4] 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. 2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. 4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known. 5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. See AMC 20.64 Floodplain Development Regulations.	**Staff Comments:**

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

[3] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

Water Checklist and Mitigation Measures

Find help answering water questions[3]

6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.	
b. **Ground:** *Find help answering ground water questions*[5] 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.	
c. **Water Runoff** (including stormwater): 1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. 2. Could waste materials enter ground or surface waters? If so, generally describe. 3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.	
d. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Compliance with floodplain development requirements □ Compliance with critical areas regulations □ Compliance with construction-related stormwater requirements, including temporary erosion and sediment control, and development and implementation of a stormwater pollution and spill prevention plan. □ Determination of necessary permanent, long-term water quality treatment requirements. □ Implementation of on-site or street frontage green infrastructure □ Low Impact Development (LID) techniques employed, consistent with AMC 13.28? □ Impact fee and SEPA mitigation fee for fair share of capital improvements □ Fee for regional floodwater compensatory storage facility □ Other: Explain:	

[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

Plants Checklist and Mitigation Measure

Plants Checklist and Mitigation Measures

Find help answering plants questions[6]

See the Island Crossing Planned Action FEIS Section 3.4.1 Affected Environment for information about species and vegetation found in Island Crossing.

a. Check the types of vegetation found on the site: ☐ deciduous tree: alder, maple, aspen, other ☐ evergreen tree: fir, cedar, pine, other ☐ shrubs ☐ grass ☐ pasture ☐ crop or grain ☐ orchards, vineyards, or other permanent crops. ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other ☐ water plants: water lily, eelgrass, milfoil, other ☐ other types of vegetation	**Staff Comments:**
b. What kind and amount of vegetation will be removed or altered?	
c. List threatened and endangered species known to be on or near the site.	
d. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Compliance with Critical Areas Ordinance □ Compliance with Shoreline Master Program □ Implementation of on-site or street frontage green infrastructure □ Other: Explain:	
e. List all noxious weeds and invasive species known to be on or near the site.	

[6] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-4-plants

Animals Checklist and Mitigation Measure

Animals Checklist and Mitigation Measures

Find help answering animal questions[7]

See the Island Crossing Planned Action FEIS Section 3.4.1 Affected Environment for information about species and vegetation found in Island Crossing.

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site. Examples include: • Birds: hawk, heron, eagle, songbirds, other: • Mammals: deer, bear, elk, beaver, other: • Fish: bass, salmon, trout, herring, shellfish, other:	**Staff Comments:**
b. List any threatened and endangered species known to be on or near the site.	
c. Is the site part of a migration route? If so, explain.	
d. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Compliance with Critical Areas Ordinance □ Compliance with Shoreline Master Program □ Other: Explain:	
e. List any invasive animal species known to be on or near the site.	

Energy and Natural Resources Checklist and Mitigation Measure

Energy and Natural Resources Checklist and Mitigation Measures

Find help answering energy and natural resource questions[8]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.	**Staff Comments:**

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou

Energy and Natural Resources Checklist and Mitigation Measures *Find help answering energy and natural resource questions*[8]	
b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.	
c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.	

Environmental Health Checklist and Mitigation Measure

Environmental Health Checklist and Mitigation Measures *Health Find help with answering environmental health questions*[9]	
a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe. 1. Describe any known or possible contamination at the site from present or past uses. 2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. 3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. 4. Describe special emergency services that might be required. 5. Proposed measures to reduce or control environmental health hazards, if any.	**Staff Comments:**
b. **Noise** 1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? 2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)? 3. Proposed measures to reduce or control noise impacts, if any:	

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

Land and shoreline use Checklist and Mitigation Measure

Land and Shoreline Use Checklist and Mitigation Measures

Find help answering land and shoreline use questions[10]

c. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.	**Staff Comments:**
a. Will the proposal affect or be affected by surrounding working farm land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?	
b. Describe any structures on the site.	
c. Will any structures be demolished? If so, what?	
d. What is the current zoning classification of the site (IC-1, IC-2, or IC-3)?	
e. What is the current comprehensive plan designation of the site?	
f. If applicable, what is the current shoreline master program designation of the site?	
g. Has any part of the site been classified as a critical area by the city or county? If so, specify.	
h. Approximately how many people would reside or work in the completed project?	
i. Approximately how many people would the completed project displace?	
j. Proposed measures to avoid or reduce displacement impacts, if any.	
k. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Compliance with Island Crossing Subarea Plan. □ Compliance with the Island Crossing Development Standards □ Compliance with other applicable land use and shoreline policies and development regulations. □ Other Explain:	

[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

Land and Shoreline Use Checklist and Mitigation Measures

Find help answering land and shoreline use questions[10]

l. Proposed measures to reduce or control impacts to agricultural lands of long-term commercial significance, if any. Describe how the proposal avoids light and shadow impacts on working agricultural land.	

Aesthetics Checklist and Mitigation Measure

Aesthetics Checklist and Mitigation Measures

Find help answering aesthetics questions[11]

See the AMC 20.119 Island Crossing Development Standards.

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?	**Staff Comments:**
b. What views in the immediate vicinity would be altered or obstructed? Describe how the proposal considers view celebration/preservation (see AMC 20.119.110(b)(2))?	
c. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Compliance with Island Crossing Subarea Plan. □ Compliance with the Island Crossing Development Standards □ Other Explain:	

Light and Glare Checklist and Mitigation Measure

Light and Glare Checklist and Mitigation Measures

Find help answering light and glare questions[12]

d. What type of light or glare will the proposal produce? What time of day would it mainly occur?	**Staff Comments:**
e. Could light or glare from the finished project be a safety hazard or interfere with views?	

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

Light and Glare Checklist and Mitigation Measures

Find help answering light and glare questions[12]

f. What existing off-site sources of light or glare may affect your proposal?	
g. Proposed measures to reduce or control light and glare impacts, if any:	

Recreation Checklist and Mitigation Measure

Recreation Checklist and Mitigation Measures

Find help answering recreation questions[13]

h. What designated and informal recreational opportunities are in the immediate vicinity?	**Staff Comments:**
i. Would the proposed project displace any existing recreational uses? If so, describe.	
j. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:	

Historic and Cultural Preservation Checklist and Mitigation Measure

Historic and Cultural Preservation Checklist and Mitigation Measures

Find help answering historic and cultural preservation questions[14]

k. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.	**Staff Comments:**
l. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.	
m. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.	

[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-12-Recreation

[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

Historic and Cultural Preservation Checklist and Mitigation Measures

Find help answering historic and cultural preservation questions[14]

n. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.	

Transportation Checklist and Mitigation Measure

Transportation Checklist and Mitigation Measures

Find help with answering transportation questions[15]

o. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.	**Staff Comments:**
p. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?	
q. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).	
r. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?	
s. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.	
t. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Evaluate and mitigate roadways consistent with Planned Action Ordinance Section 3.D(3). □ Street frontage standards □ Impact fee and SEPA mitigation fee for fair share of capital improvements □ Other: Explain:	

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

Public Services Checklist and Mitigation Measure

Public Services Checklist and Mitigation Measures ***Find help answering public service questions***[16]	
u. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.	**Staff Comments:**
v. Proposed measures to reduce or control direct impacts on public services, if any.	

Utilities Checklist and Mitigation Measure

Utilities Checklist and Mitigation Measures ***Find help answering utilities questions***[17]	
w. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:	**Staff Comments:**
x. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. See the Island Crossing Subarea Plan Chapter 6 Public Services and Utilities.	
y. Proposed Measures to control impacts including **Exhibit B-2** and **B-3** regarding Mitigation Measures and Applicable Regulations and Notes, respectively **(check all that apply)**: □ Capital Facility Plan has been considered, and development provides its fair share of the cost of improvements consistent with applicable local government plans and codes. □ Developer has coordinated with City to ensure that sewer lines, water lines, or stormwater facilities will be extended to provide service to proposed development site where required. □ General facility charges have been determined to ensure cumulative impacts to utilities are addressed. □ Other Measures to reduce or control public services and utilities impacts: Explain:	

[16] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

C. APPLICANT SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:	
Date:	

D. REVIEW CRITERIA

Review Criteria

The City's SEPA Responsible Official may designate "planned actions" consistent with criteria in Ordinance No. 2025-018 Subsection 3.E.

Criteria	*Discussion*
(a) the proposal is located within the Planned Action area identified in Exhibit A of this Ordinance;	
(b) the proposed uses and densities are consistent with those described in the Planned Action EIS and Section 3.D of this Ordinance;	
(c) the proposal is within the Planned Action thresholds and other criteria of Section 3.D of this Ordinance;	
(d) the proposal is consistent with the City of Arlington Comprehensive Plan and the Island Crossing Subarea Plan;	
(e) the proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;	
(f) the proposal's significant impacts have been mitigated by application of the measures identified in Exhibit B, and other applicable City regulations, together with any modifications or variances or special permits that may be required;	
(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation;	

Criteria	*Discussion*
(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.	

Determination Criteria

Applications for planned actions shall be reviewed pursuant to the process in Ordinance No. 2025-018 Section 3.G.

Requirement	Discussion
Applications for planned actions were made on forms provided by the City including this Island Crossing Checklist and Mitigation Document.	
The application has been deemed complete in accordance with AMC Chapter 20.93.	
The proposal is located within Planned Action Area pursuant to Exhibit A of this Ordinance	
The proposed use(s) are listed in Section 3.D of the Ordinance and qualify as a Planned Action.	

E. SEPA RESPONSIBLE OFFICIAL DETERMINATION

A. Qualifies as a Planned Action: The application is consistent with the criteria of Ordinance 2025-018 and thereby qualifies as a Planned Action project.
It shall proceed in accordance with the applicable permit review procedures specified in AMC 20.16, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.
Notice shall be made pursuant to AMC Chapter 20.98. as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required. See Section 3.G(3)(a) regarding notice of the zoning permit decision.
The review process for the underlying permit shall be as provided in AMC Chapter 20.16.
NOTE: If it is determined during subsequent detailed permit review that a project does not qualify as a planned action, this determination shall be amended.

Signature	
Date:	

B. Does not Qualify as Planned Action: The application is not consistent with the criteria of Ordinance 2025-018, and does not qualify as a Planned Action project for the following reasons:

Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SEPA Process Prescribed:

C. Responsible Official Signature

Signature:	
Date:	

Exhibit B-2 Mitigation Measures

This section includes Mitigation Measures referenced in the Planned Action EIS, and where not otherwise incorporated into the Subarea Plan and Code. Mitigation measures incorporated into the Subarea Plan and Code, including the Island Crossing Development Standards, are part of applicable regulations and not necessary in the SEPA mitigation measures. The mitigation measures in this Exhibit B-2 shall apply to Planned Action Project applications that are consistent with the Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see Exhibit A).

Where a mitigation measure includes the words "shall" or "will," inclusion of that measure in Planned Action Project application plans is mandatory to qualify as a Planned Action Project. Where "should", "would", or "may" appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

The City's SEPA Responsible Official's authorized designee shall determine consistency with this mitigation document.

LAND USE & URBAN FORM

1. Planned Action Projects along SR 530 that develop prior to SR530 improvements may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner consistent with the criteria in AMC 20.56.170 and agreements pursuant to RCW 82.02.020 or other instrument deemed acceptable to the City and applicant. Or, the project shall incorporate landscape design measures to minimize impacts on Cascade Range views, including:
    a. Along the western portion of SR 530 (within approximately 400 feet of the I-5 interchange), provide strategic space between trees and select narrow, columnar trees to preserve views.
    b. Along the eastern portion of SR 530, select short tree species (crown width is flexible), reducing obstruction of views from the interchange/gateway area.
    c. Select trees in accordance with the City of Arlington Tree List.
2. Planned Action Projects along SR 530 that develop after SR 530 improvements must provide frontage improvements (if required) in accordance with the SR 530 view study and landscape design guidance.

TRANSPORTATION

3. The SR 530 street design project shall include a view study and landscape design guidance to preserve Cascade Mountain views.
4. Planned Action Projects shall pay applicable transportation impact fees (TIF) for improvements included in the current TIF program. In addition, the Planned Action shall pay its fair share of system improvements not included in the TIF through a SEPA fair share fee program determined by the proportion of the person trips generated to support necessary improvements identified in the Planned Action EIS and listed in Table B.2-1.
    a. Mitigation fees consistent with the proportionate share of costs shall be payable in addition to the TIF until the improvements in Table B.2-1 are incorporated into the City's TIF program.
    b. A Planned Action's trips calculated per Section 3.D(3)(d) will be used to determine a development's demand and mitigation payment. Fees shall be subject to biennial review to affirm the cost basis including a construction cost index or an equivalent as determined by the City.

Table B.2 -1. Summary of Mitigation and Preferred Alternative Pro-Rata Cost

Percent Pro-Rata Share [1] (Pro-Rata Cost in millions of $)[2]		
Improvement	Estimated Cost (2024 dollars)	Preferred Alternative
Smokey Point Blvd/SR 530		
Expand to a two-lane roundabout. The city is currently designing and included in the TIF a one-lane roundabout that can be expanded.	$6.73 million	20% ($1.35)
SR 530 Improvements		
Improve SR 530 including elevating road, constructing compensatory floodwater storage and new culvert, consolidating driveways, and providing a cross-section of 12-foot shared use path on both sides, a center landscape median, and one through travel lane in each direction with right-turn lanes at access points.	$20.38 million	20% ($4.08)
Construct single-lane roundabout along SR 530 to provide access and circulation.	$6 million	20% ($1.20)
Total Costs		**$6.63**

Source: Transpo Group, 2025

1. *Based on the overall growth in trip ends for the Subarea.*
2. *Percent Pro-Rata Share x Estimated Total Cost*

FLOOD WATER

5. The City, in coordination with Snohomish County and property owners, plans to study, design, and construct a regional floodwater compensatory storage facility to minimize flooding on SR 530 and nearby properties. The SEPA fair share fee program identified under Transportation mitigation measure 4 funds SR 530-related flood mitigation. In addition, if a feasibility study and hydraulic modeling confirm that a regional floodwater facility would efficiently mitigate flooding on properties near SR 530, the City would study financing options and may consider facilitating the formation of a Community Facilities District, Local Improvement District, or similar cost-sharing mechanism ("district") for funding the regional floodwater facility and potential associated park. In combination with City, grant, and/or other funds, this would fund the design, construction, and long-term maintenance of the facility.

   District boundaries and fees would be determined through facility design and financing studies to ensure properties benefiting from the flood facility are included in the district. Fees would likely be defined with a proportionate share cost-per-volume metric (e.g., cubic feet of storage) determined by the district's assessment, accounting for costs such as the feasibility study, land acquisition, facility design and construction (including park features if applicable), and native habitat restoration.

   Planned Action Projects shall provide compensatory flood storage or pay into a district's regional flood storage facility as follows:

   a. For projects that develop prior to district formation and regional floodwater compensatory storage facility construction, development must provide floodwater compensatory storage per existing Flood Hazard regulations.

b. For projects that develop after district formation and regional floodwater compensatory storage facility construction, properties within the district:

    i. Would pay a proportionate share to benefit from the flood protection.

    ii. That previously provided onsite compensatory storage may pay a proportionate share to develop that portion of their property.

6. Would pay an annual maintenance fee based on the property's volume of floodwater compensated by the facility. The district shall periodically review and adjust payment rates to ensure adequacy of funding to maintain the facility in compliance with best available science and floodplain management standards.

7. As part of the City's design and construction of the regional floodwater compensatory storage facility:

    a. The City shall restore or enhance wetland habitat within or adjacent to the facility to restore native habitat.

    b. If facility construction occurs prior to the SR 530 improvement, the design and siting shall be coordinated to ensure compatibility and shall not preclude future SR 530 improvements.

NATURAL ENVIRONMENT

8. The City may establish a state and federally certified in-lieu fee (ILF) mitigation program for sites within the subarea to provide pre-permitted, consolidated wetland mitigation within the subarea or watershed.

9. A Planned Action Project that has unavoidable wetland impacts is encouraged to participate in the ILF mitigation program—if the City establishes the program—by paying an established in-lieu fee in accordance with program requirements.

10. If a Planned Action Project impacts a shoreline or other non-floodplain critical area, preferred mitigation options include:

    a. Restoring degraded critical areas and buffers to support wildlife habitat.

    b. Maintaining and improving migratory corridors, including fish passage barriers, for fish and wildlife.

    c. Improving climate resilience of natural areas, including forest patches, using a regional landscape approach.

UTILITIES

11. The City may develop an Island Crossing Stormwater Plan to address stormwater management in the area.

12. Planned Action applications shall demonstrate implementation of their fair share of water and sewer improvements identified in the Subarea Plan's Chapter 6 Public Services and Utilities. The fair share shall be determined by the Public Works Director or their designee based on the proposal's contribution to stormwater runoff and water quality treatment.

13. Planned Actions shall meet City standards for adequate water and sewer service, pay applicable general facility charges, and incorporate water and sewer infrastructure improvements in street frontage improvements as appropriate.

14. Planned Action Applicants shall demonstrate all feasible use of stormwater best management practices (BMPs) that utilize trees (such as Silva Cells) before other water quality BMPs. Planned Action Projects may use stormwater facilities and green infrastructure beyond the regulatory requirements to improve conditions for ground and surface water quality.

15. Planned Actions should incorporate water- and energy-efficient technologies and practices to reduce overall resource consumption. This may include the use of low- or no-flow plumbing fixtures, high-efficiency equipment, and other emerging technologies that lower per-capita demand.

16. Planned Action Projects benefiting from public investment in the compensatory floodwater storage facility shall include solar panels in parking lot design as a renewable energy source and shade structure, unless the applicant demonstrates infeasibility.

Exhibit B-3 Applicable Regulations and Advisory Notes

In addition to the Island Crossing Subarea Plan goals and policies and the Arlington Land Use Code development regulations, the following regulations may apply. All applicable local, state, and federal requirements shall be met regardless of whether they are highlighted in this Exhibit or not.

LAND USE AND URBAN FORM

Arlington's Municipal Code contains regulations that help to ensure land use compatibility.

- Title 20 Land Use Code.
- AMC Chapter 20.119 – Island Crossing Development Standards.
- AMC Chapter 20.46 – Arlington Design Standards.
- Arlington Shoreline Master Program (SMP).
- Airport Master Plan: contains regulations applicable to Flightline zone areas.
- Arlington Tree List

Cultural Resources

In terms of historic and cultural resources the following local, state, and federal laws or rules apply:

- Arlington's SMP includes policies and regulations that would require appropriate cultural review by tribal and other agencies.
- State funded capital projects require Governor's Executive Order 0505 review. Implementation of the Executive Order requires all state agencies implementing or assisting capital projects using funds appropriated in the State's biennial Capital Budget to consider how future proposed projects may impact significant cultural and historic places.
- Section 106 of the National Historic Preservation Act requires that each federal agency identify and assess the effects its actions may have on historic buildings.

TRANSPORTATION

The following regulations address transportation:

- Travel Demand Management (TDM): Washington State Commute Trip Reduction (CTR) law requires employers with 100 or more employees and located in high-population counties to implement TDM programs.
- Arlington Complete Streets Program
- Arlington and Snohomish County Traffic Mitigation Agreements
- Arlington Transportation Improvement Program and Capital Improvement Program
- The following regulations and standards:
  - AMC Chapter 20.119 – Island Crossing Development Standards
  - AMC Chapter 10.80 – Commute Trip Reduction
  - AMC Chapter 20.56 – Streets and Sidewalks
  - AMC Chapter 20.90 – Concurrency and Impact Fees
  - Arlington Engineering Standards
  - AMC Chapter 20.44.098 – Electric Vehicle Infrastructure

NATURAL ENVIRONMENT

Development and redevelopment projects within the study area that have the potential to impact environmentally sensitive natural resources will require compliance with federal, state, and local regulations. Mitigation sequencing to avoid, minimize, and mitigate environmental impacts is typically required for all applicable permitting reviews and authorizations. The table below provides a regulatory permit matrix for actions requiring local, state, and federal authorizations. Appropriate mitigation measures specific to project alternatives will need to be proposed when alternatives are farther along in the planning process. This may include preservation, enhancement, and restoration of wetland and marine shoreline buffer.

Table B.4-1. Environmental Regulations

Jurisdictional Agency	Regulations/Authorizations
City of Arlington	Pre-application submittal conference
	SEPA Determination (No Action Alternative) Planned Action Consistency Determination (Action Alternatives)
	City of Arlington Critical Areas Ordinance Compliance
	City of Arlington Floodplain Development Regulations Compliance
	City of Arlington Stormwater Code Compliance
Washington State Department of Ecology	CWA Section 401 Water Quality Certification
	NPDES Construction Stormwater General Permit
	Coastal Zone Management Act Consistency Certification
Washington Department of Fish and Wildlife	Hydraulic Project Approval (HPA)
	WAC 220 Fish and Wildlife Regulations
National Marine Fisheries Services	Magnuson-Stevens Act
U.S. Fish and Wildlife Service	Bald and Golden Eagle Protection Act
	Migratory Bird Treaty
U.S. Army Corps of Engineers	CWA Section 404 Clean Water Act
	CWA Section 10 Rivers and Harbors Act
	Requires Compliance with:
	Section 7 of the Endangered Species Act
	Section 106 of the Historic Preservation Act

Sources: City of Arlington Municipal Code; Herrera, 2025.

PUBLIC SERVICES

The following regulations address public services:

- Comprehensive Plan – Addresses levels of service and capital improvements for fire, police, and parks. This is updated every eight years with the Comprehensive Plan.
- Title 15 Fire – Includes requirements for fire suppression.
- Parks and Recreation Master Plan and 6-year Capital Improvement Plan.
- Arlington School District Capital Facilities Plan – Addresses Capital Replacement projects to ensure proper function of current schools.

UTILITIES

The following regulations and standards:

- 1972 Clean Water Act (CWA)
- Phase II of the National Pollutant Discharge Elimination System (NPDES) permit program. Under this set of regulations, the City maintains measures to protect and improve runoff conditions in relation to the receiving waters.
- Stormwater Management Manual for Western Washington
- City of Arlington Municipal Code Title 13 – Water and Sewers
- City of Arlington Municipal Code Title 21 – Cable Systems Regulations
- City of Arlington Municipal Code Title 6 – Health and Sanitation
- City of Arlington Municipal Code Chapter 20.93 – Critical Areas Ordinance
- Snohomish County Code
- Snohomish County Drainage Manual
- Stormwater Management Program Plan
- City of Arlington Comprehensive Plan Update—Book 8: Capital Facilities and Utilities Supporting Analysis (November 2024)
- Electric vehicle (EV)-related regulations in AMC 20.114.415, WAC 51-50-0429, RCW 19.27.540, and RCW 46.08.185
- Arlington Water Systems Plan
- Arlington 6-Year Capital Improvement Plan

EXHIBIT A

City of Arlington

Island Crossing Subarea Plan

October 2025

Source: Deborah Nelson

Acknowledgements

We would like to acknowledge everyone in the Arlington community who supported this effort by attending meetings, taking surveys, providing feedback, and helping shape the vision. We thank you for contributing your time and effort to the development of this plan.

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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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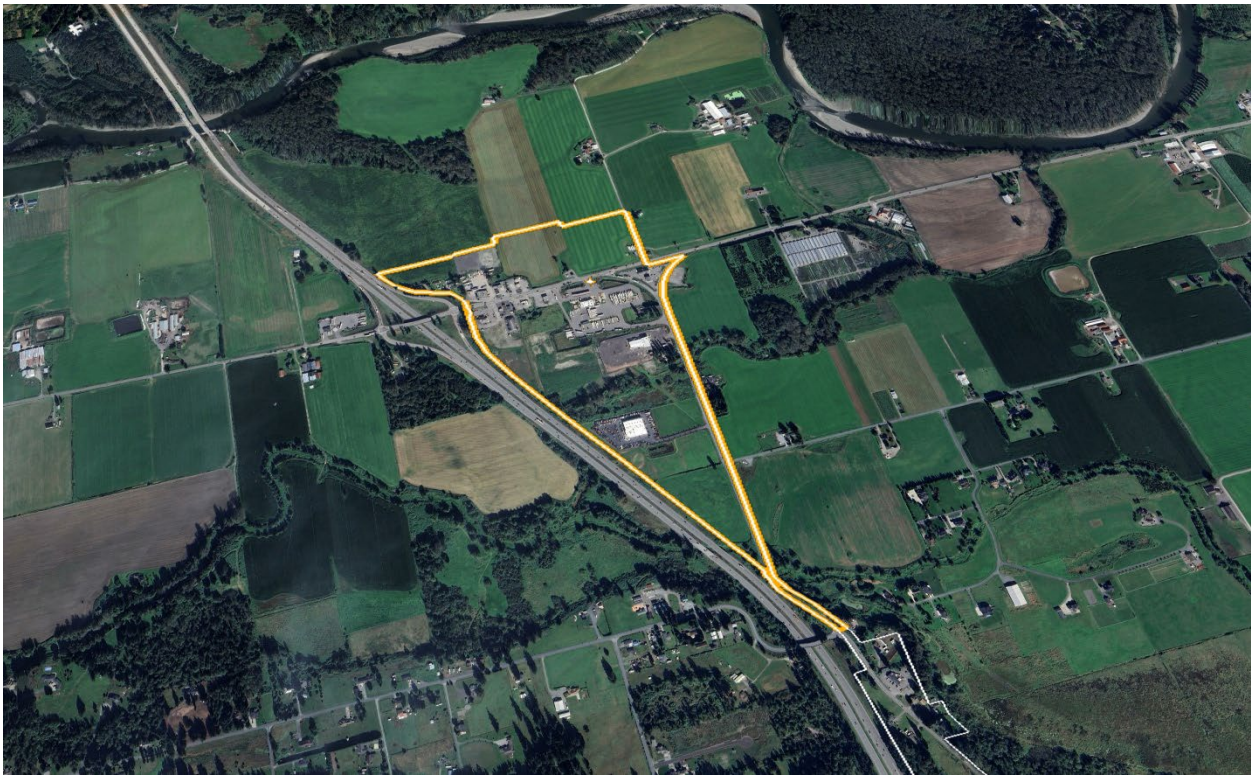


Executive Summary

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 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

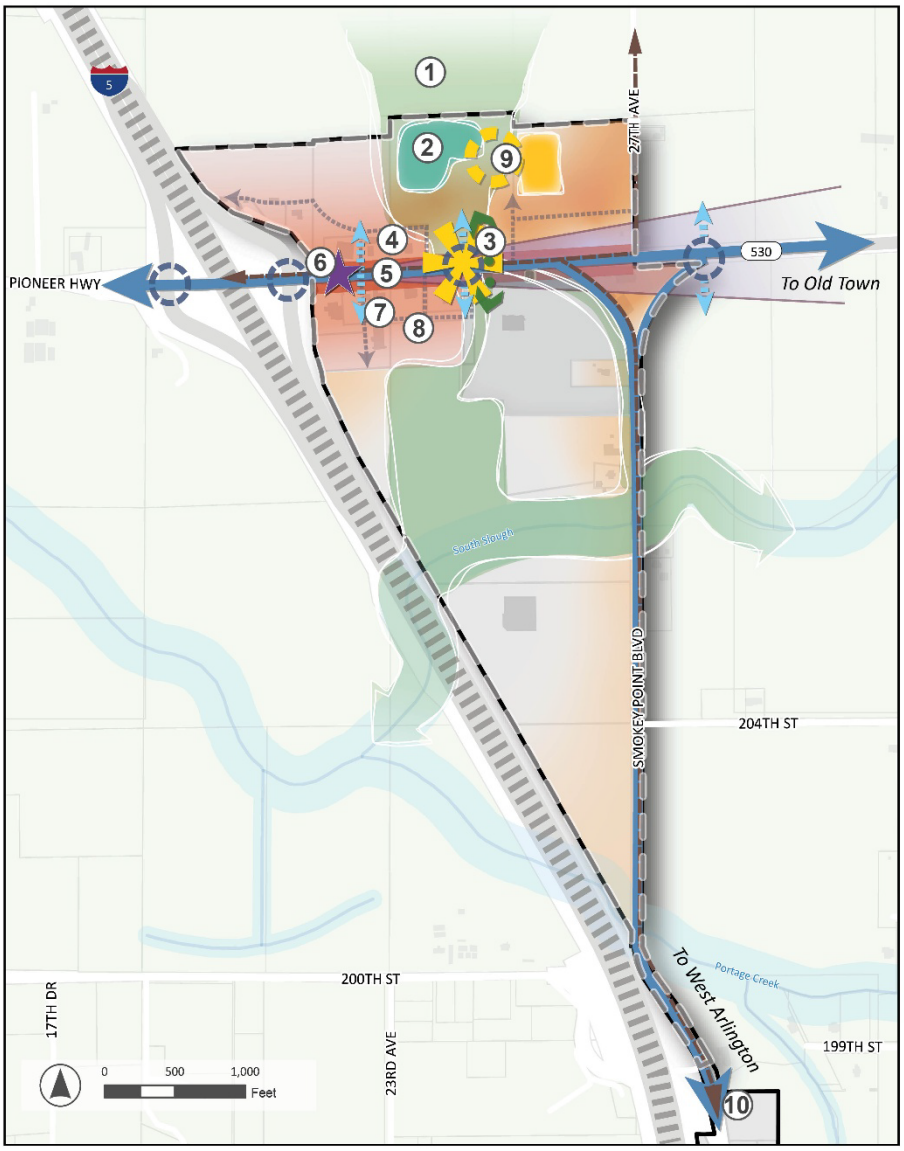
Introductory chapters. Chapters 1 and 2 convey the background, purpose, and overarching vision for Island Crossing. They include: *1 Introduction* (purpose, key considerations, existing conditions, and community engagement summaries) and *2 Vision and Plan Concepts* (vision, framework plan, and goals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

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).

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

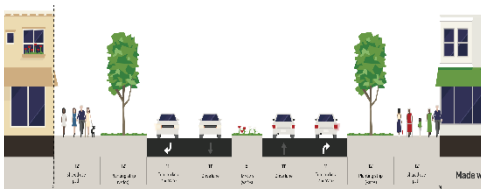
- Support farmstands by reducing permitting barriers, accommodating farms stands in the right-of-way, and encouraging relationship building with property owners for shared parking solutions (LU-15 and Farm Stands).

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).

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

- 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)

Creative placemaking energizes both public and private spaces, enhances business vitality, and fosters community connection.

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.

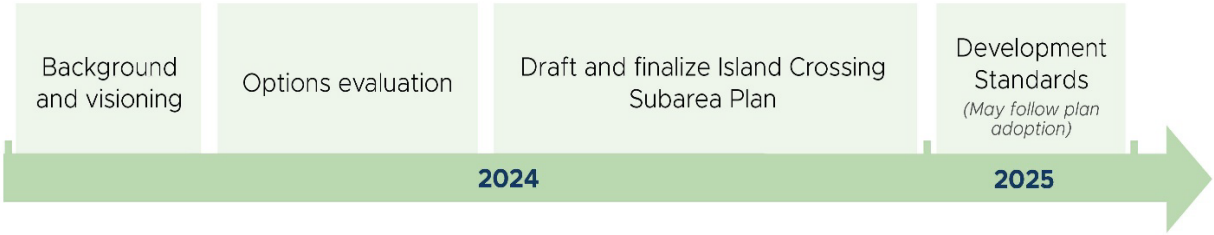
As the subarea faces increasing pressures from development, flooding risks, and infrastructure demands, the plan focuses on the following key considerations:

Key Considerations

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

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
Natural Environment	▪ 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.
Land Use	▪ 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.
Transportation	▪ 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.

TOPIC	SUMMARY
	▪ 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.
 Public Services and Utilities	▪ 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.
 Market and Real Estate	▪ 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.

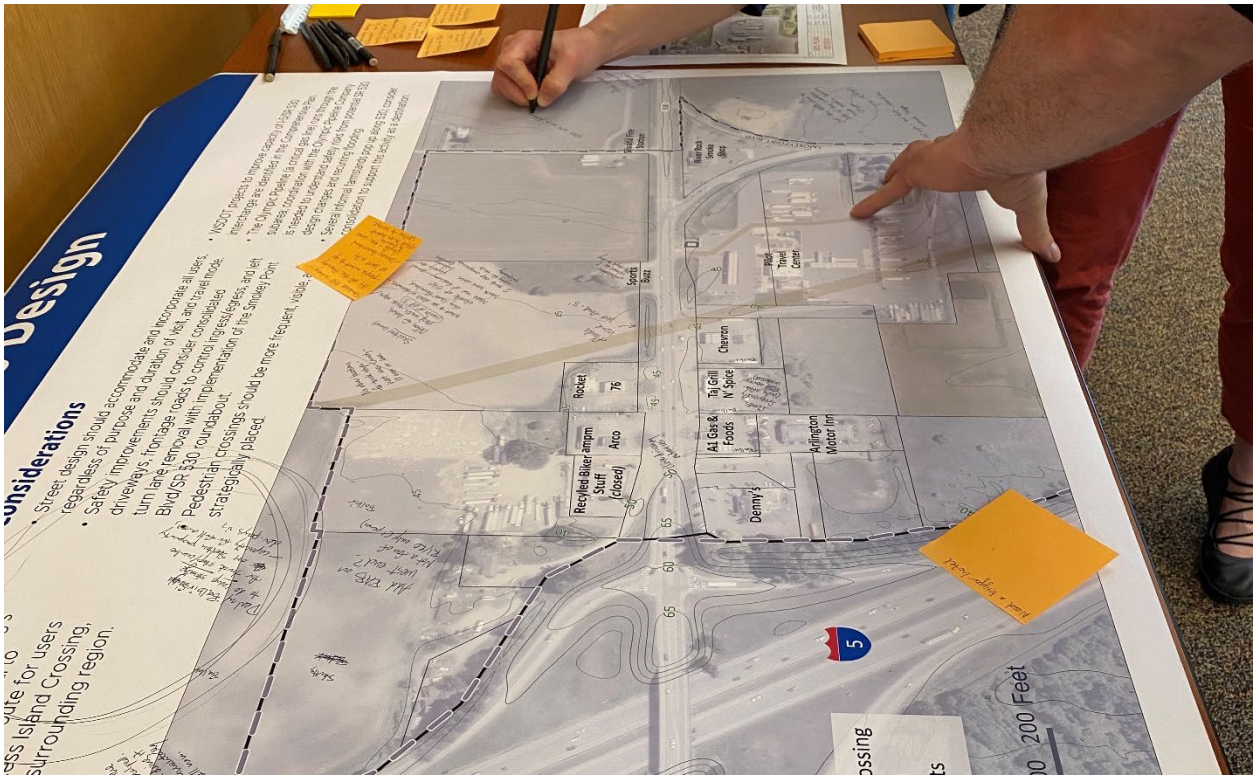
1.3 What We Heard

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	▪ 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	▪ 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	▪ 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.

Event	Date	Audience	What we learned
			▪ 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.
Stakeholder interview	July 2024	Subarea property owner	▪ 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	▪ 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	▪ 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

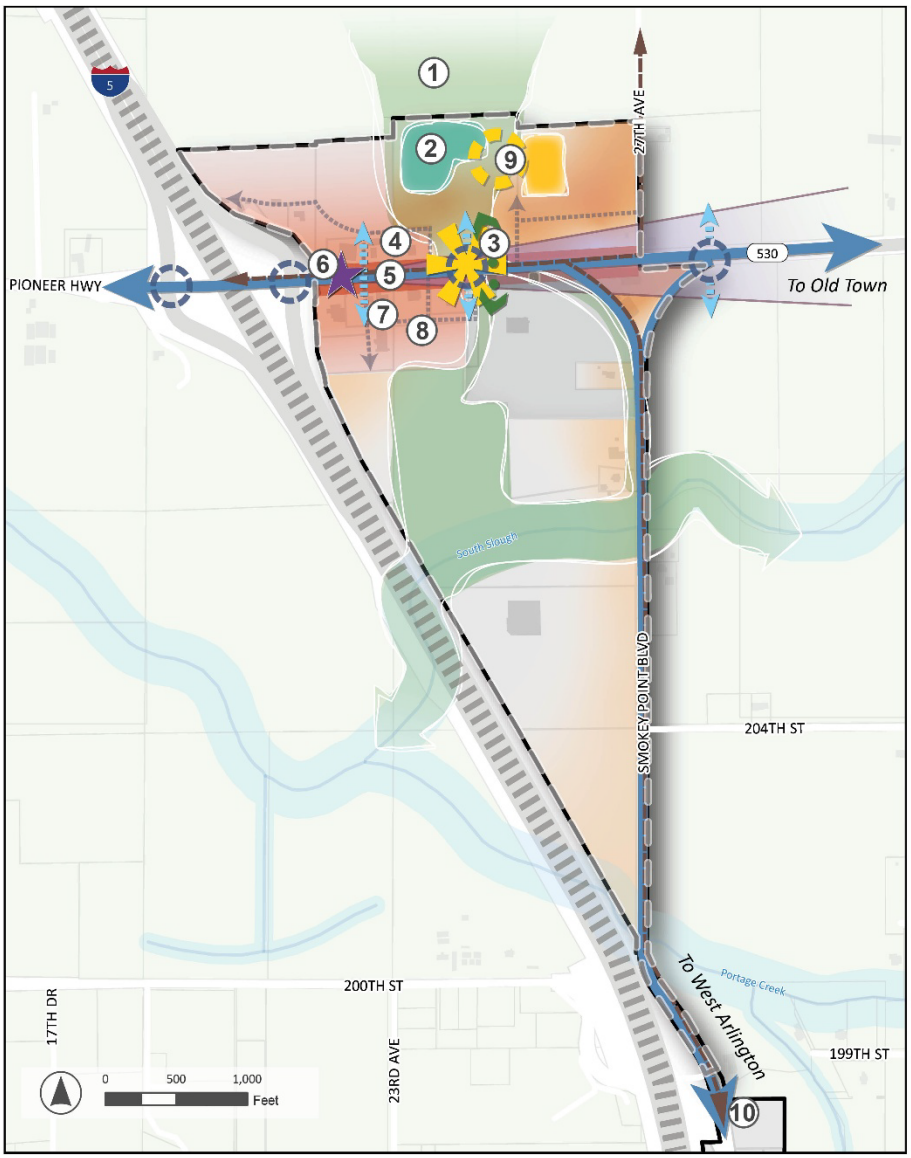
2.2 Framework Plan

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 conections

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.

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.

Existing culvert underneath SR 530.
Source: Hererra

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 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 through extensive hydraulic modeling of the subarea, 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.

4 Land Use and Urban Design

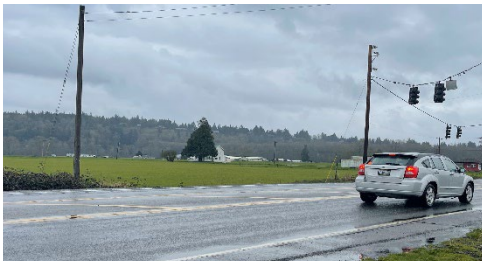
4.1 Context

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

Nearby economic centers. While the subarea itself has no housing, industrial, or major office uses, it is close to strong industrial, retail, and office clusters that increase its potential for additional commercial uses. Historic downtown Arlington is a destination for dining, retail, and small businesses. To the southeast, the Arlington Municipal Airport and the Cascade Industrial Center (designated a significant regional center by PSRC) are significant manufacturing and industrial drivers for the region.

Finally, the Smokey Point/Lakewood area at I-5 and SR 531 intersection to the south has a cluster of big box retail, restaurants, and hotels. While these nearby centers are major competitors for certain land use activities, their proximity may create opportunities for Island Crossing to capture spillover activities.

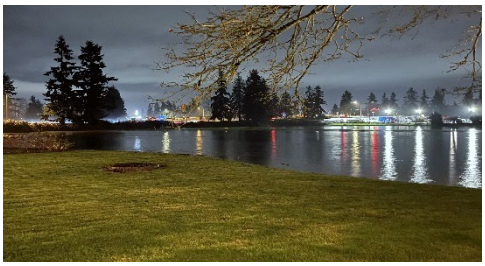
Recreation and agriculture. Island Crossing is a key entry point to the Mountain Loop Scenic Byway and the North Cascades National Park, priming it to play a significant role in the region's tourism and outdoor recreation ecosystem. Agriculture is also vital to the region, and community members are strongly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



View of Stillaguamish Valley. *Source: MAKERS*

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

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



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

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

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

4.2 Strategies

Zoning and Development Regulations

Island Crossing is currently zoned for Highway Commercial (HC), primarily featuring auto-oriented uses, including gas stations and truck stops. 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 subdistricts 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.

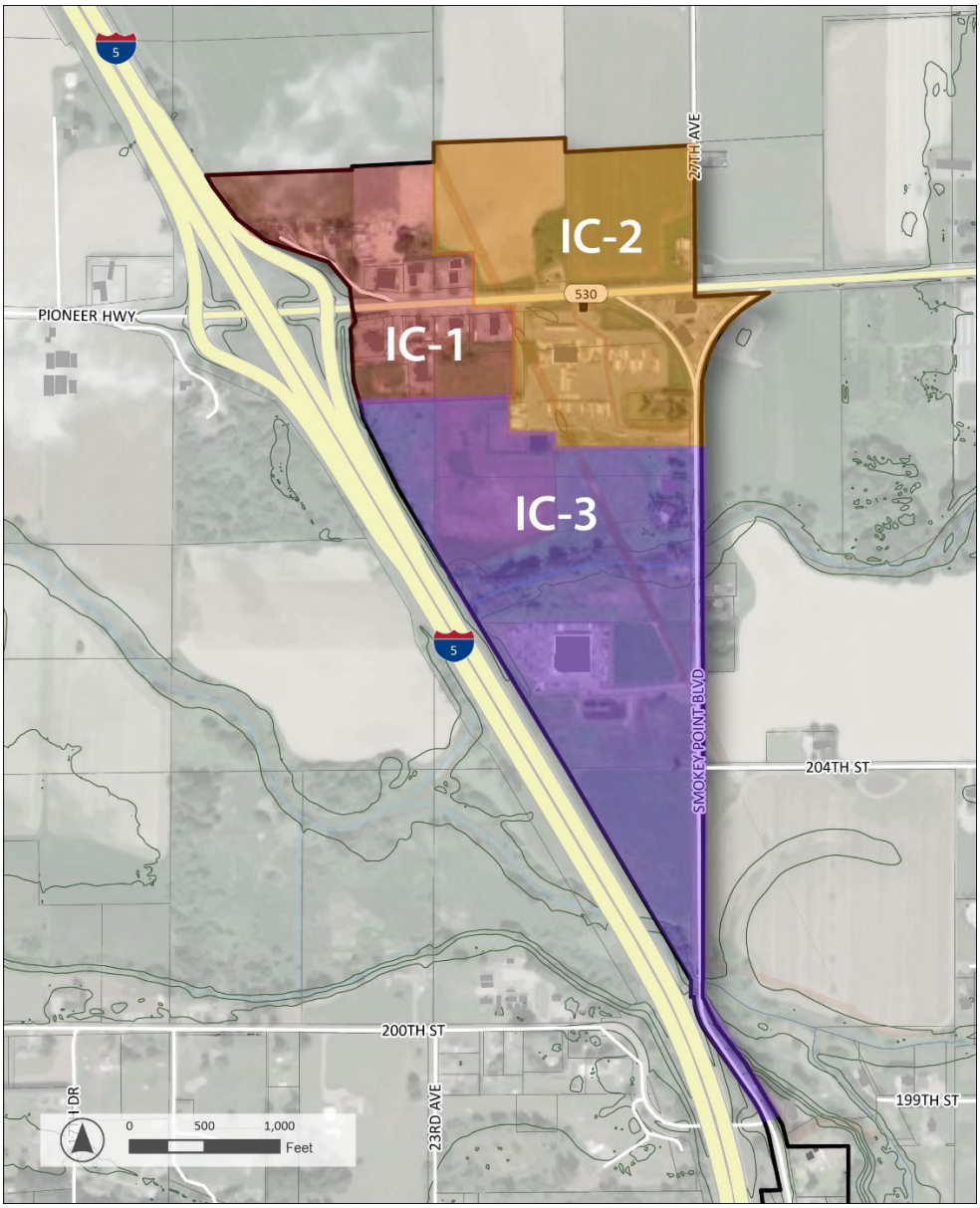
Exhibit 4-1 Zoning Standards Concepts

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. Work with property owners to establish access easements.

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.

Agricultural uses in the Stillaguamish Valley. Source: Deborah Nelson

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

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

Red barn in the Stillaguamish Valley.
Source: Deborah Nelson

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

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

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

Agriculturally inspired architecture; showcasing a barn-like form with a pitched roof (top), utilizing a mix of industrial/agricultural inspired materials (middle), and featuring pitched roofs with human-scale bays and entries (bottom).
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 25.

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.

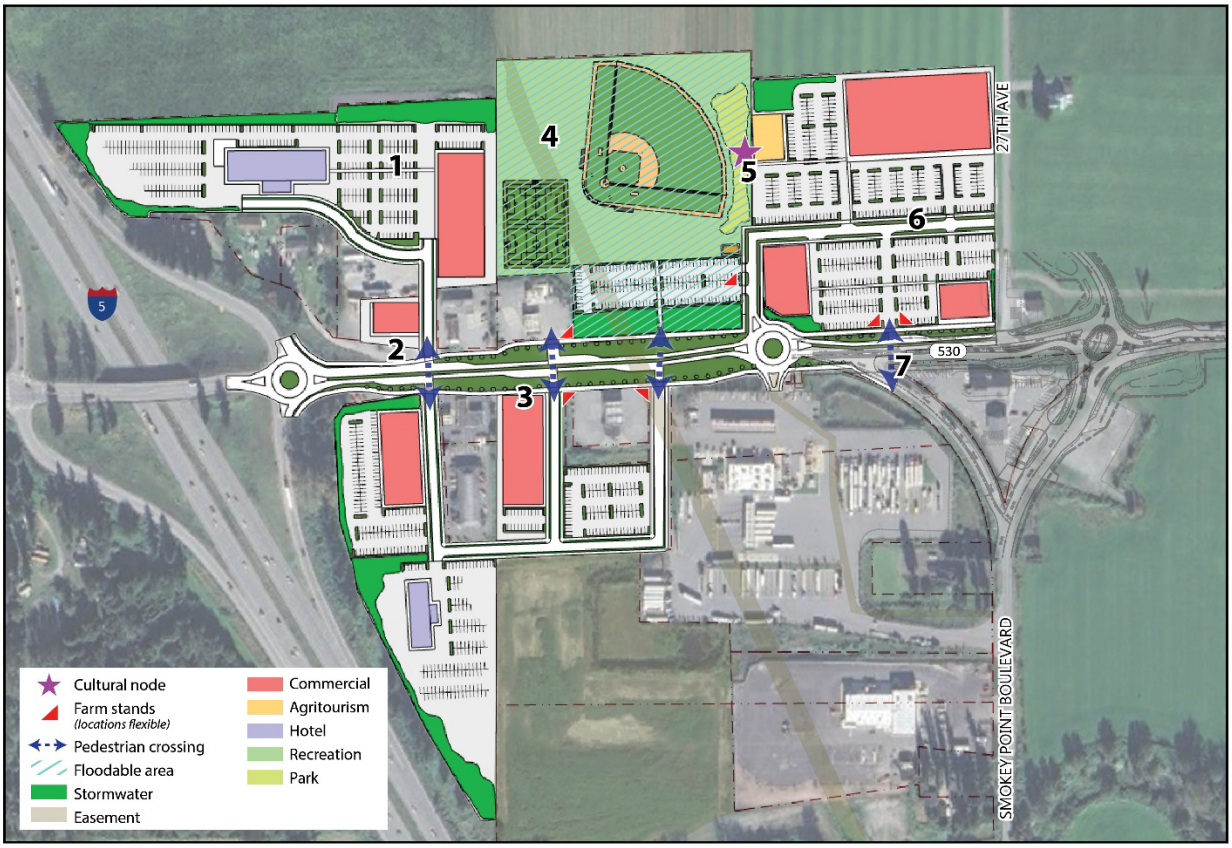
Agritourism activities varies to passive or active recreation, including farm tours, brewery, worshops, or event space.
Source: MAKERS

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.

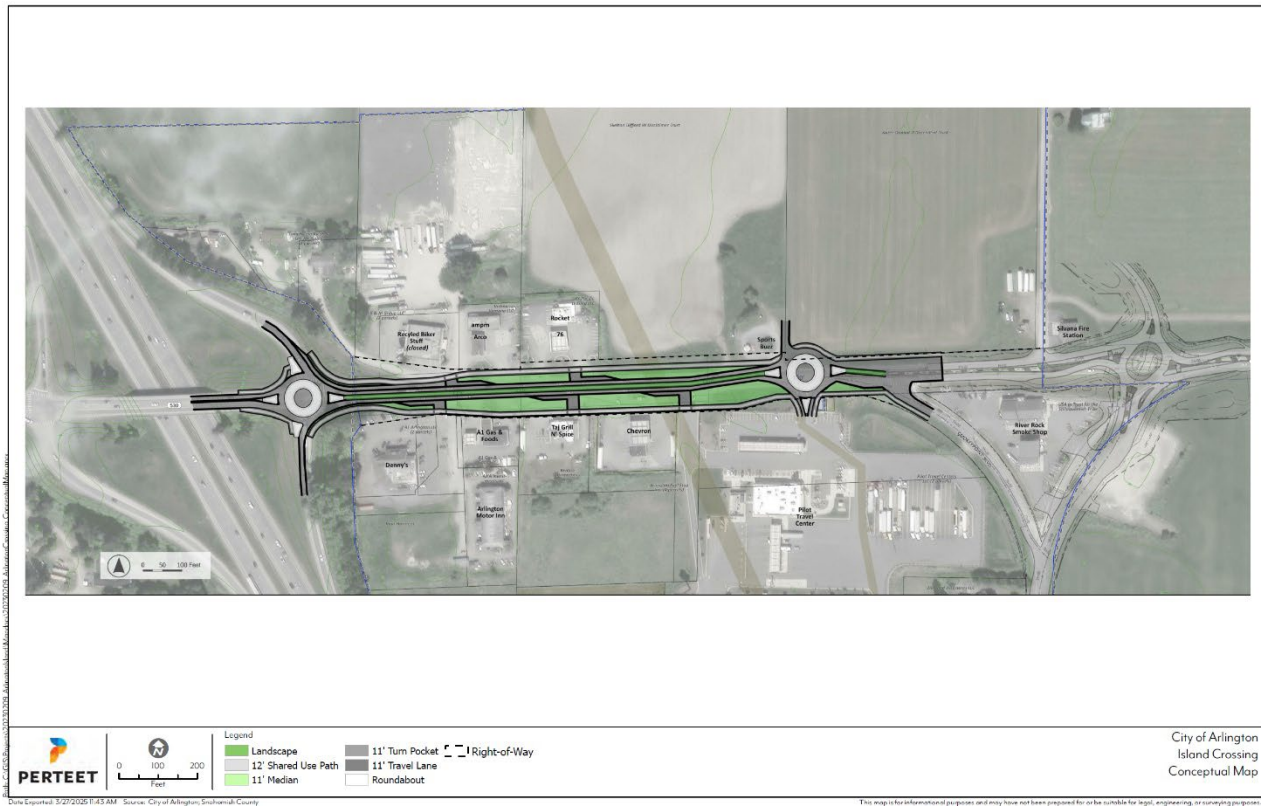
T-1 Coordinating with WSDOT, design and construct SR 530 to:

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.

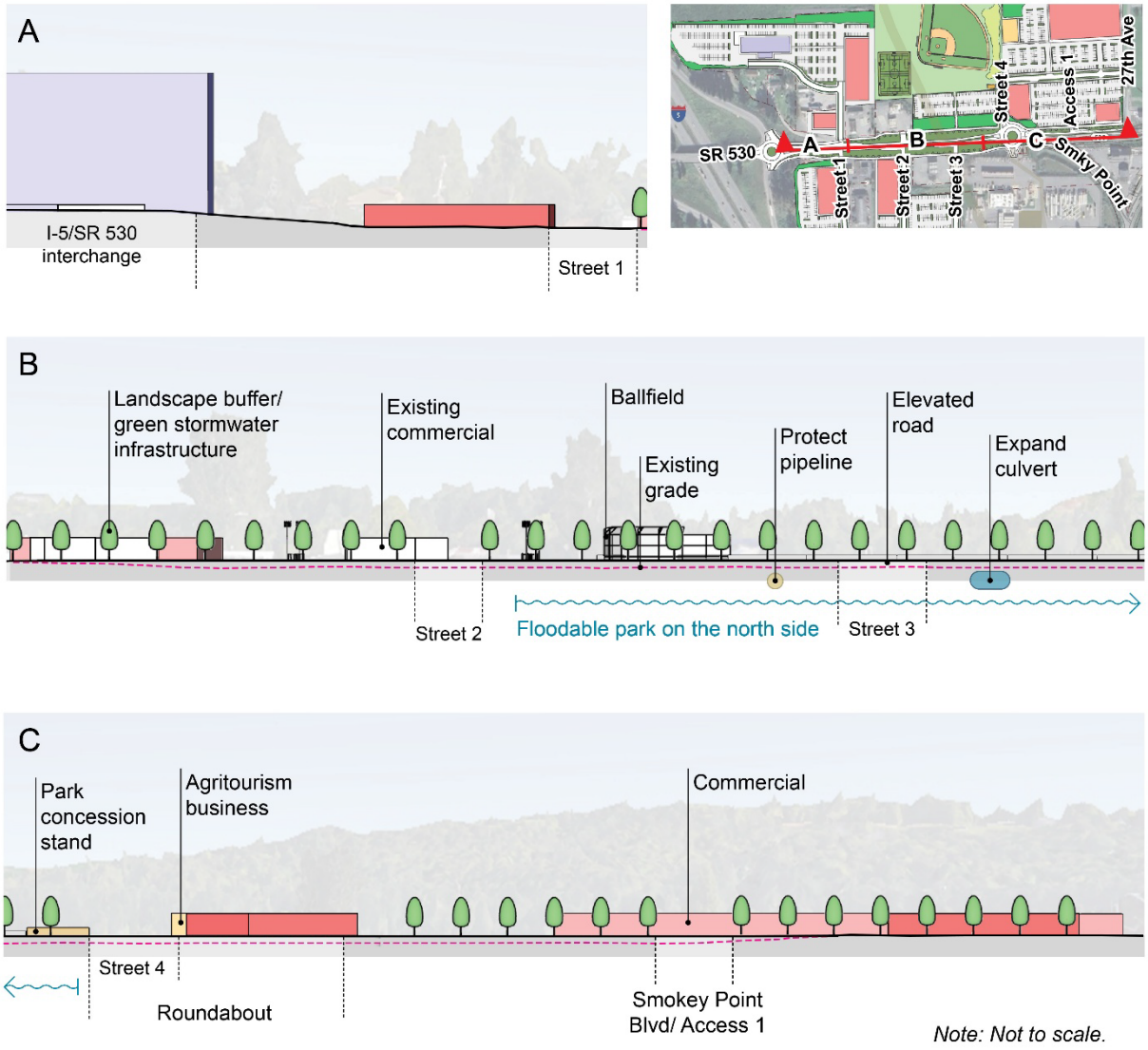
Exhibit 5-1 SR 530 Street Design Concept Plan View



Source: Perteet, 2025.

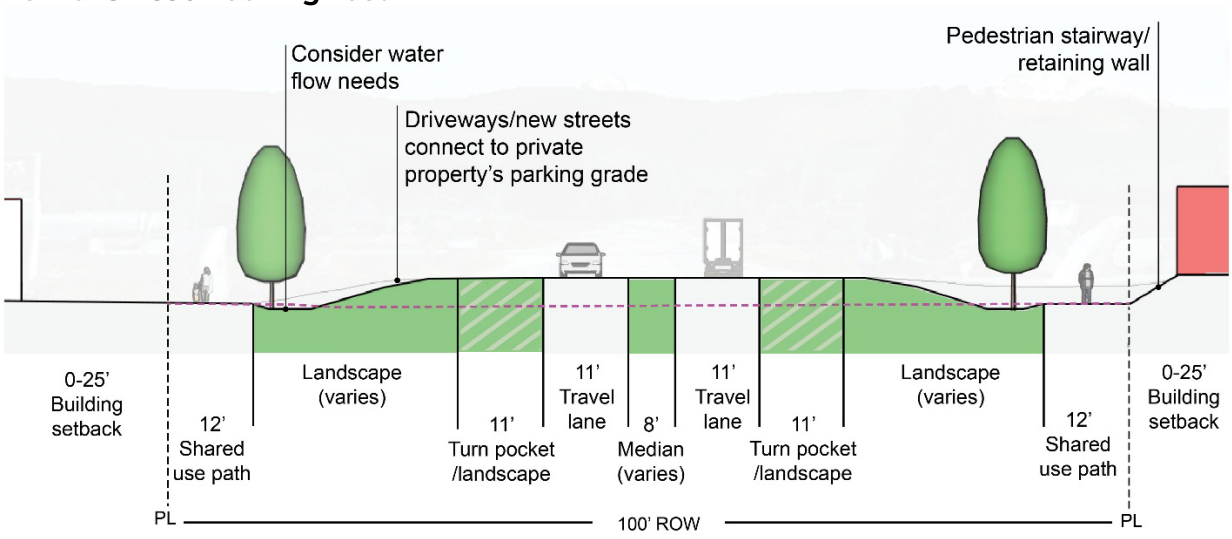
Exhibit 5-2 SR 530 Concept Cross-section

View of SR 530 Looking North

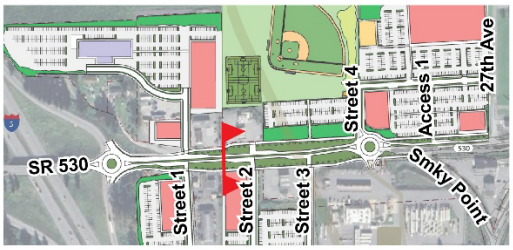


Source: MAKERS, 2025.

View of SR 530 Looking East



Note: Not to scale.



Existing buildings
Potential commercial development
Existing grade
Potential elevated road

Source: MAKERS, 2025.

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**)	▪ Construct roundabout. This project is currently being designed by the City of Arlington.	$6.73 million
Smokey Point Blvd (200th Street NE to SR 530) (**T-5**)	▪ 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**)	▪ 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**)	▪ Construct roundabouts at the I-5 northbound and southbound ramps at SR 530.	$87 million
SR 530 Midblock Roundabout (**T-4**)	▪ 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

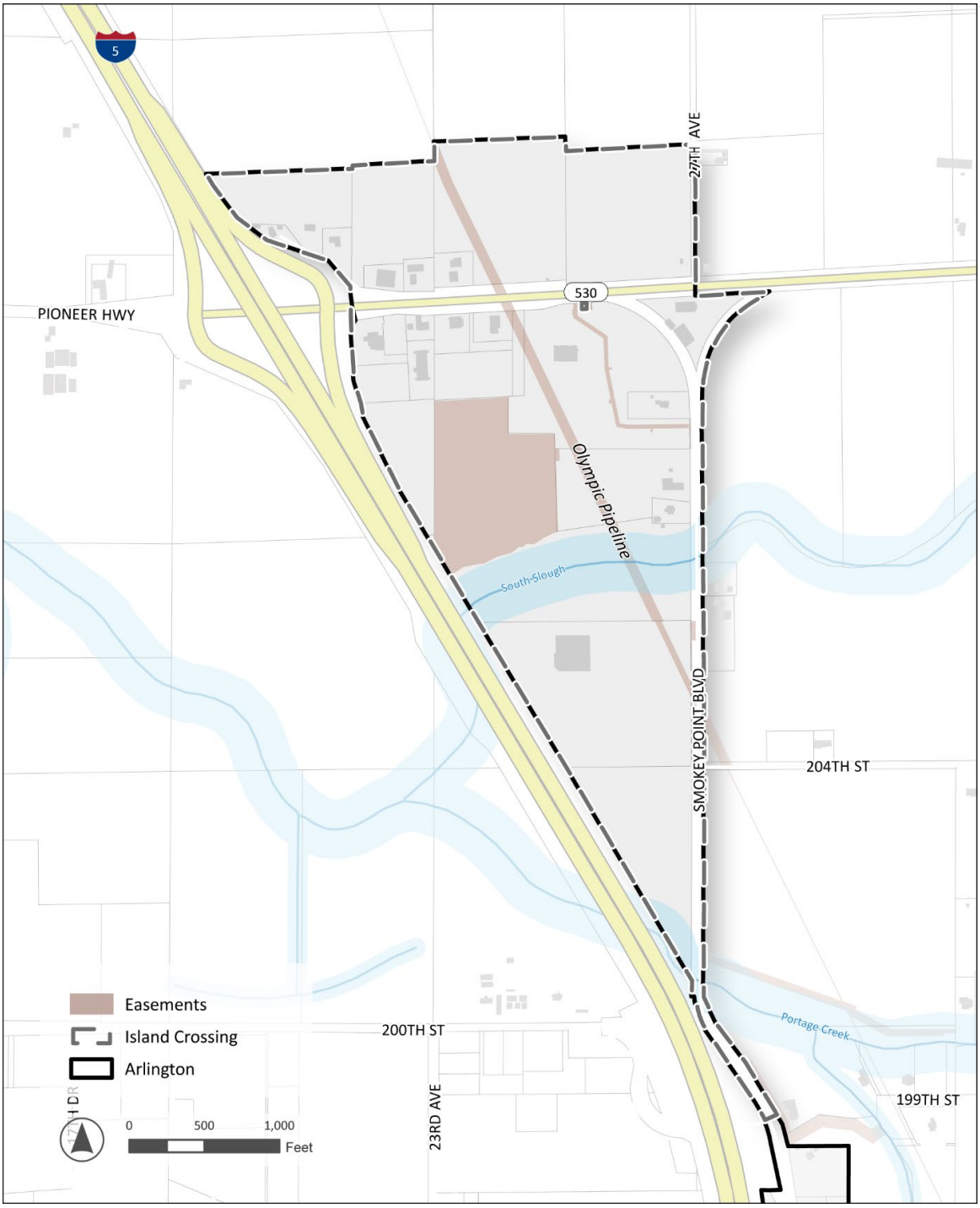
In order to support potential proposed development, public service and utility infrastructure must be considered for the future, especially in areas such as Island Crossing with development and growth potential. While there is existing development present within the subarea currently, future needs may 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 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.

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.

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	$$	Grant, Public, Private (frontage improvements)	Do in conjunction with **T-1** SR 530 design and construction.
T-5 Multimodal improvements along Smokey Point Boulevard between 200th Street NE and SR 530	S-M	M	**PW**, CED, WSDOT, SWM, ST, TT	$$$	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

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- 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

Appendix A: Existing Conditions

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
Perteet
Transpo Group

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1.0 Introduction and Executive Summary

1.1 Subarea Planning Purpose and Process

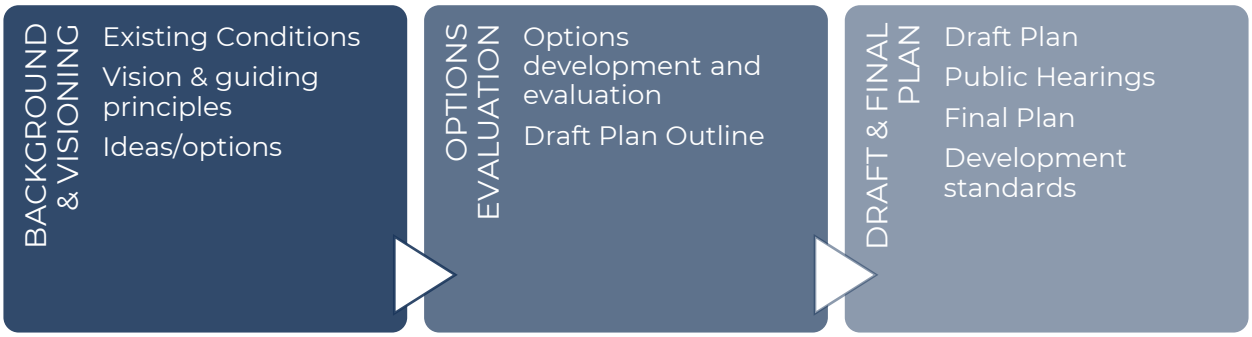
Island Crossing is Arlington's northwestern-most subarea and a gateway to Arlington and the Stillaguamish River Valley. The plan will identify a long-term vision for development, an SR 530 design concept, address infrastructure needs, and recommend strategies to achieve the vision. A first implementing 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	Protect properties while achieving desired development Street design concepts that are resilient to flooding and potentially mitigate flooding risks
Gateway concepts	Street design for safety and comfort of all people walking, bicycling, rolling (e.g., wheelchair), driving, and riding a bus Development and design standard concepts to support the idea of a celebrated entry into agricultural and Tribal resource land
Economic needs	What types of uses should be encouraged, attracted, and supported for economic vitality? How? How can development regulations and design standards support a feasible vision? Considering air and noise impacts, what land uses are appropriate near I-5?
Street network and supporting infrastructure	With different types of uses envisioned, and large parcels with development potential, what should the street network be? What does "at capacity" mean for highways and streets? What infrastructure constraints are there to envisioned development? How can they be alleviated?

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.

Exhibit 1-2 Island Crossing Subarea

Source: City of Arlington, MAKERS 2024

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

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

Exhibit 1-3 Top Takeaways – Island Crossing Conditions

TOPIC	SUMMARY
Natural Environment	▪ 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.
Land Use	▪ 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.
Transportation	▪ 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 LOS standard.

TOPIC	SUMMARY
	▪ 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.
 Public Services and Utilities	▪ 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.
 Market and Real Estate	▪ 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

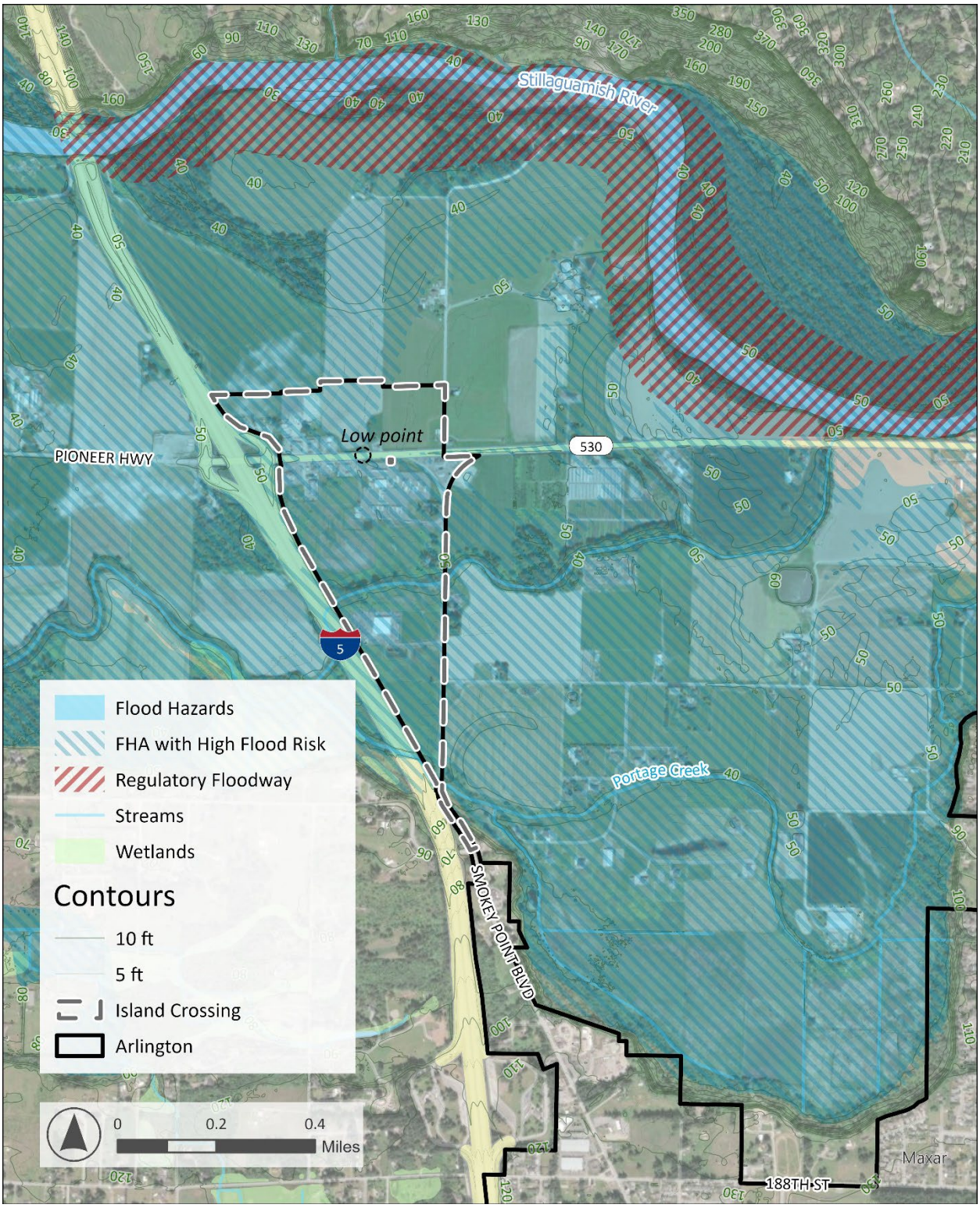
2.1 Floodplain Constraints

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

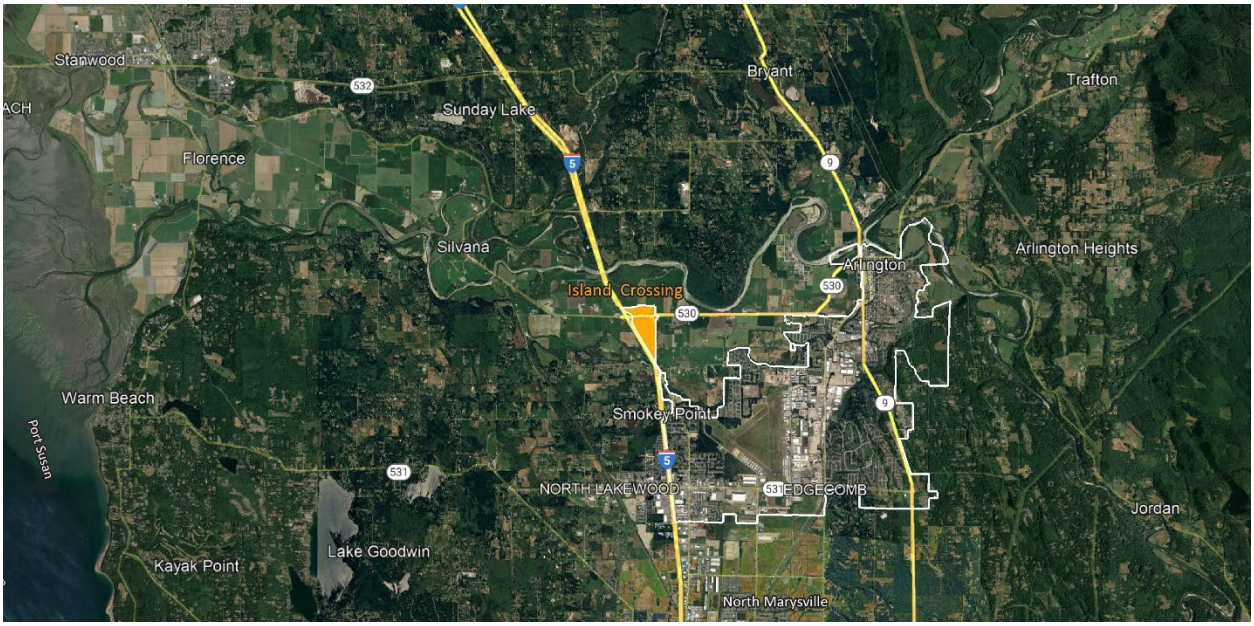
The Island Crossing subarea, located in northwest Arlington, Washington, is set within the agricultural and natural land of the Stillaguamish River valley.

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

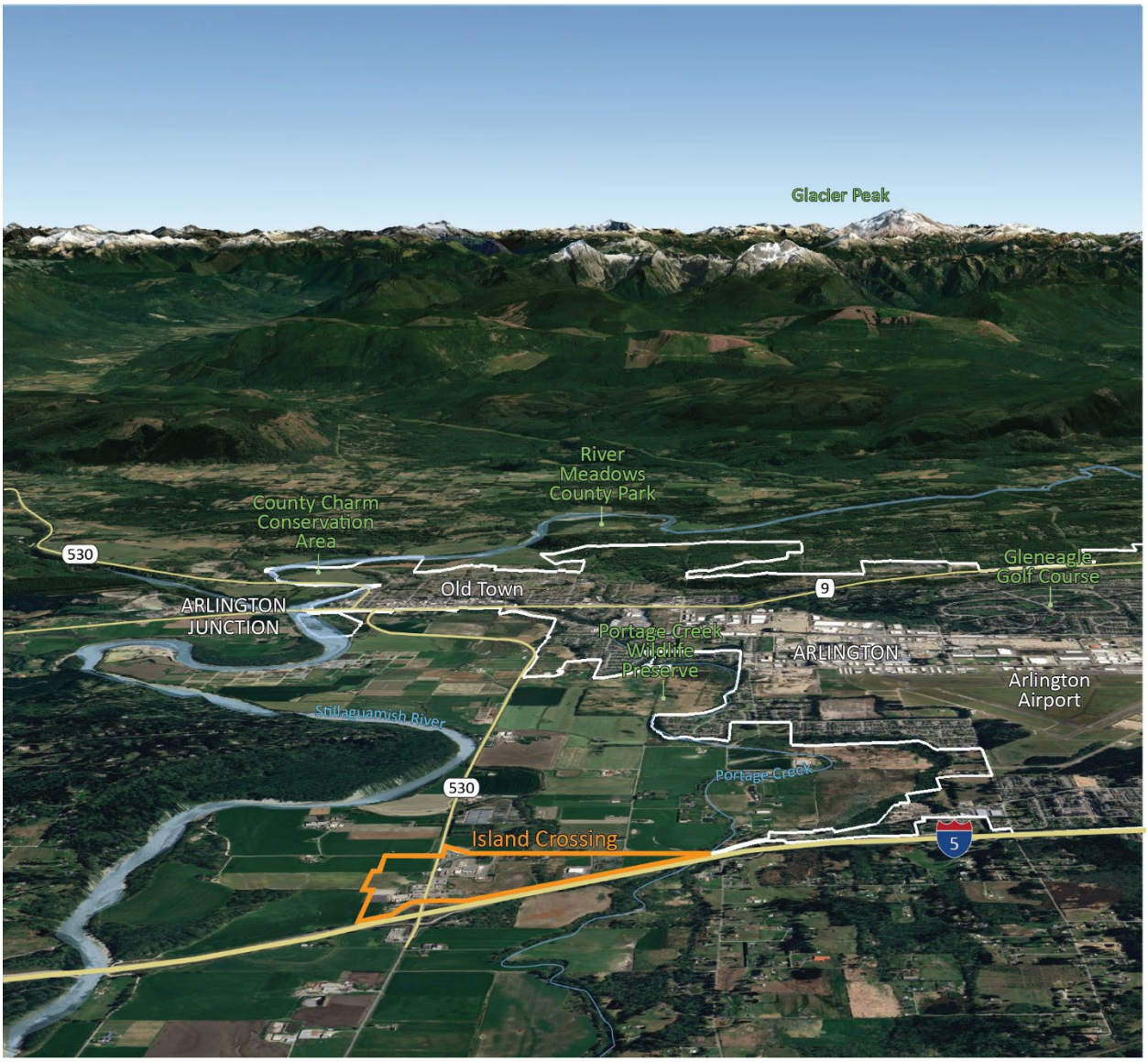
Exhibit 3-1 Arlington Region Map



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



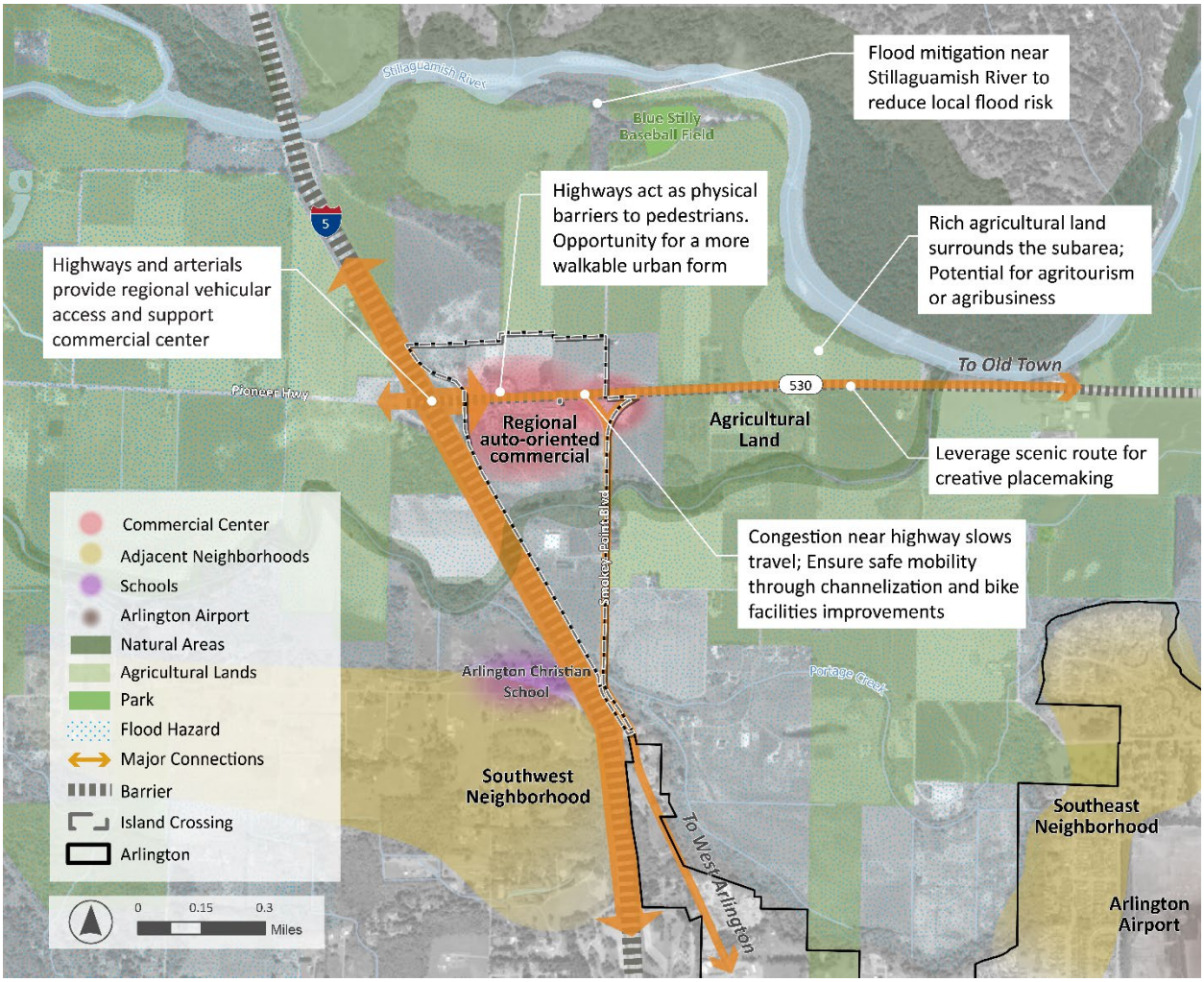
Source: Google Earth, MAKERS, 2024

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

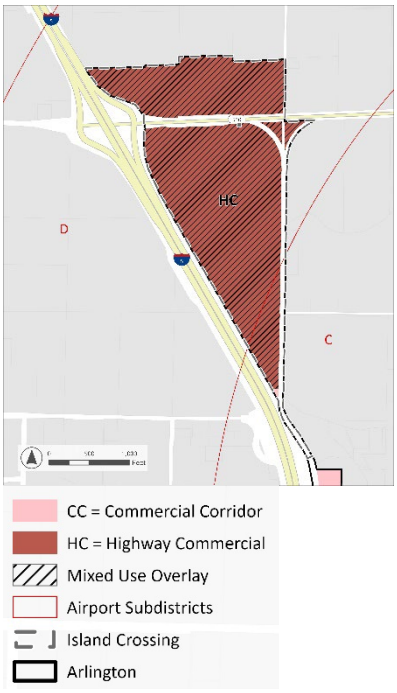
Comprehensive Plan

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

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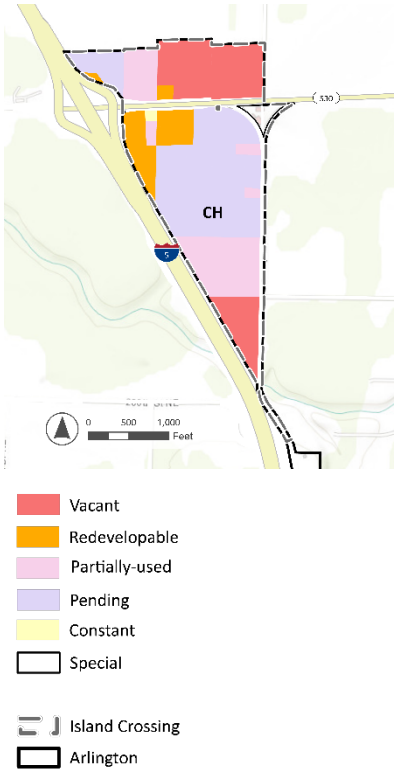
Exhibit 3-7 Buildable Lands Map



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.

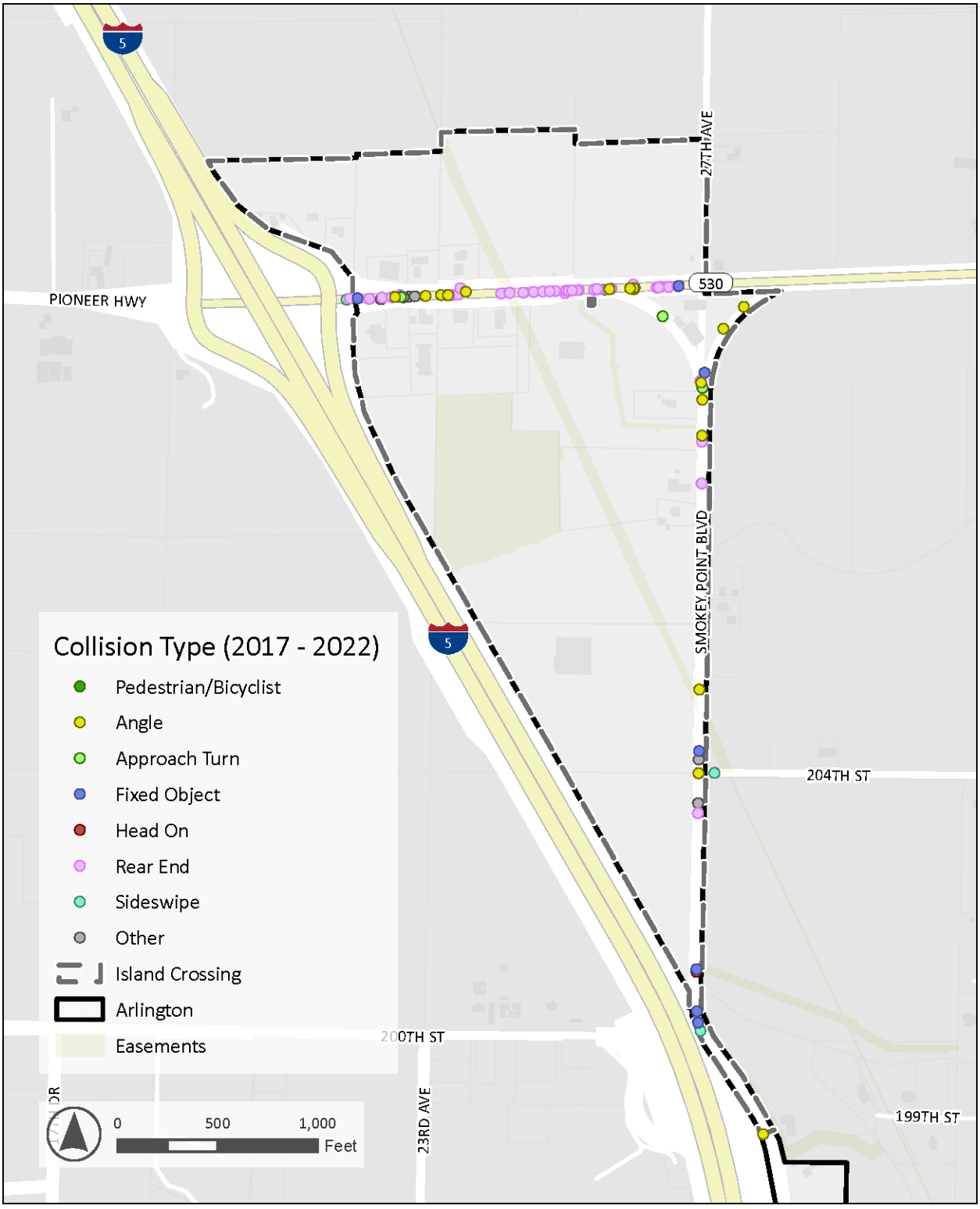
Of the 111 total crashes in the Island Crossing subarea, 98 occurred on SR 530, (between I-5 and Smokey Point Boulevard), with 28 of the crashes resulting in injury. Most reported crashes along SR 530 in Island Crossing were rear-ends (62). Other frequently reported crash types were angle (15) and sideswipe (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.

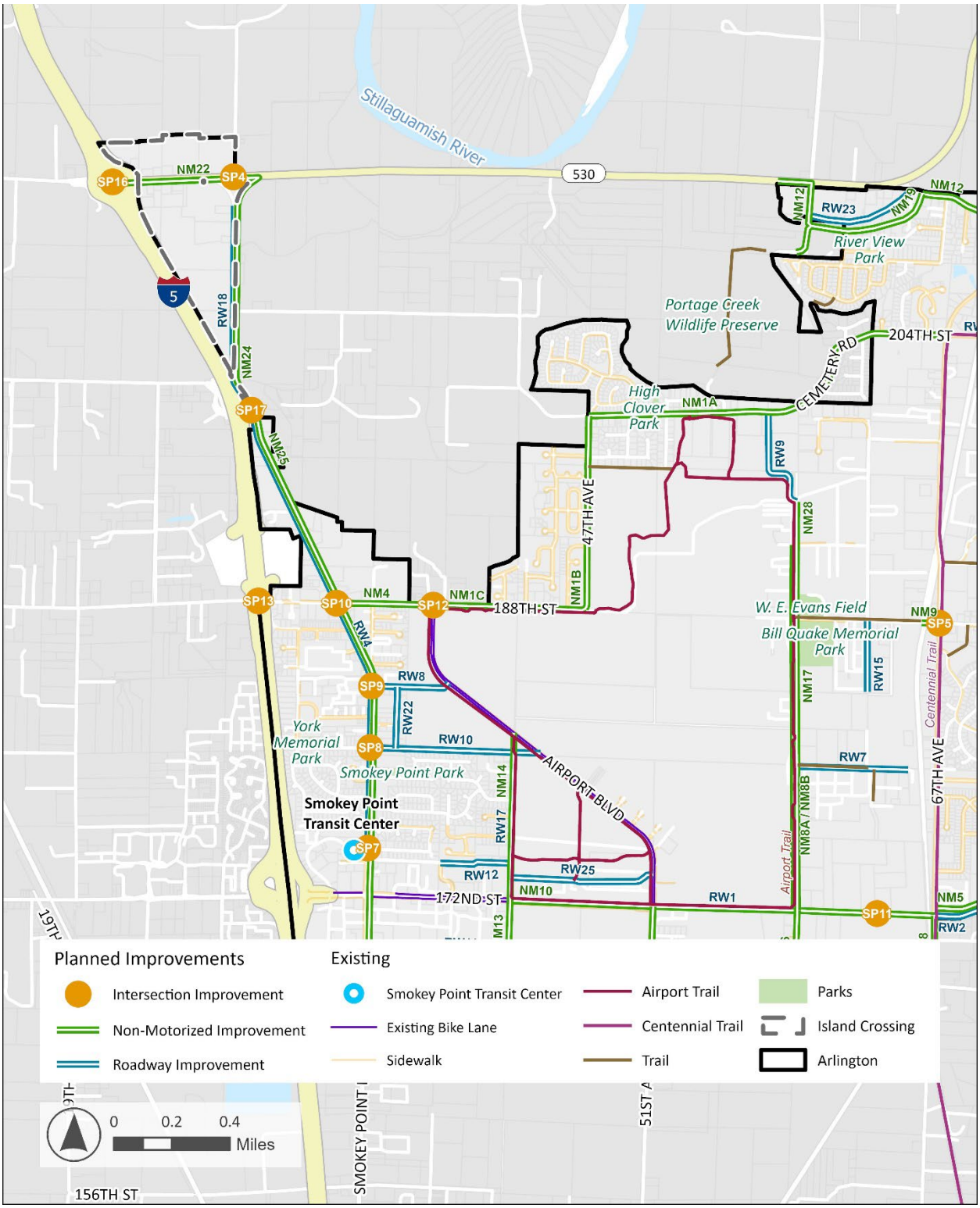
4.5 Non-Motorized Facilities

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.

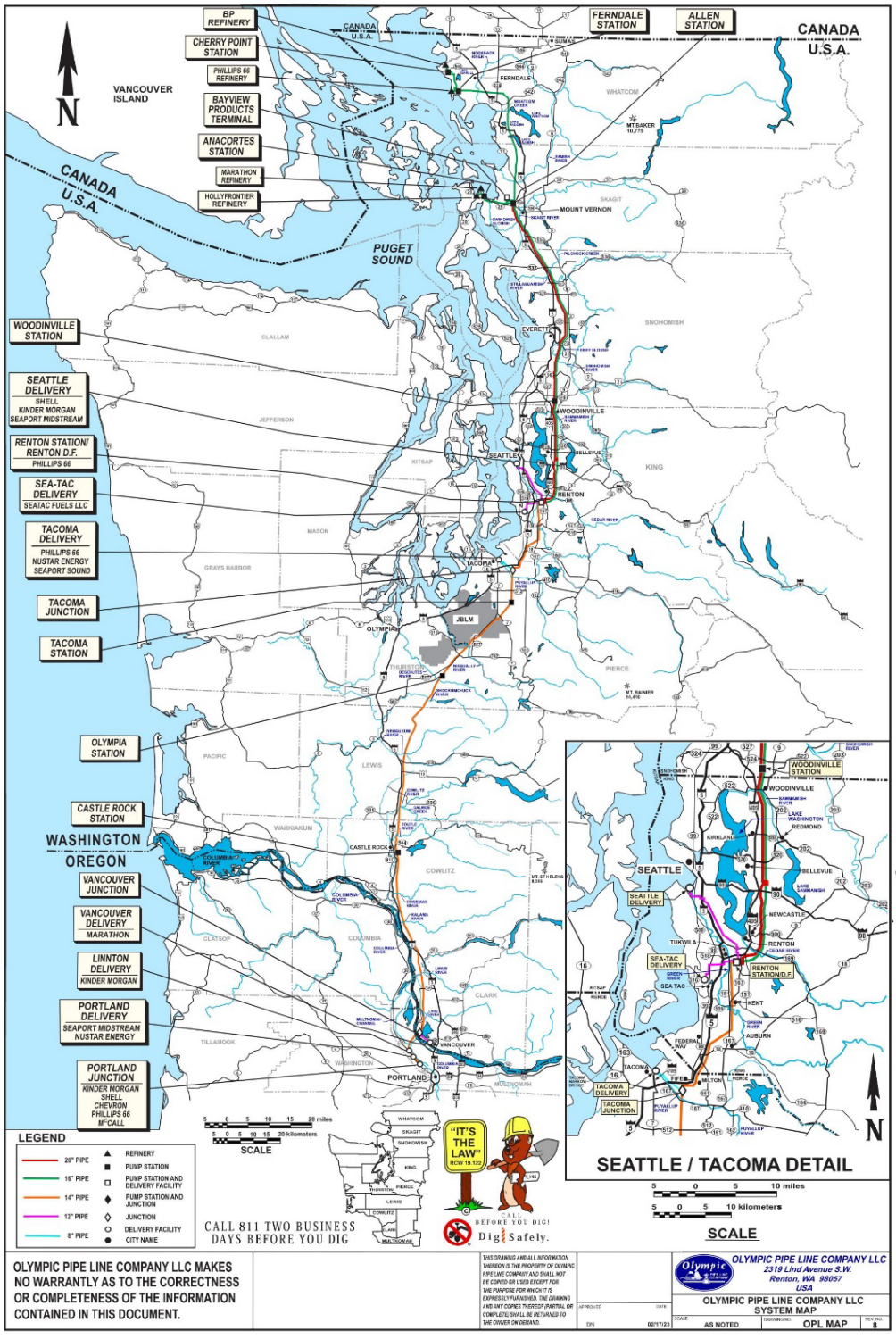
5.2 Stormwater Challenges and Considerations

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.

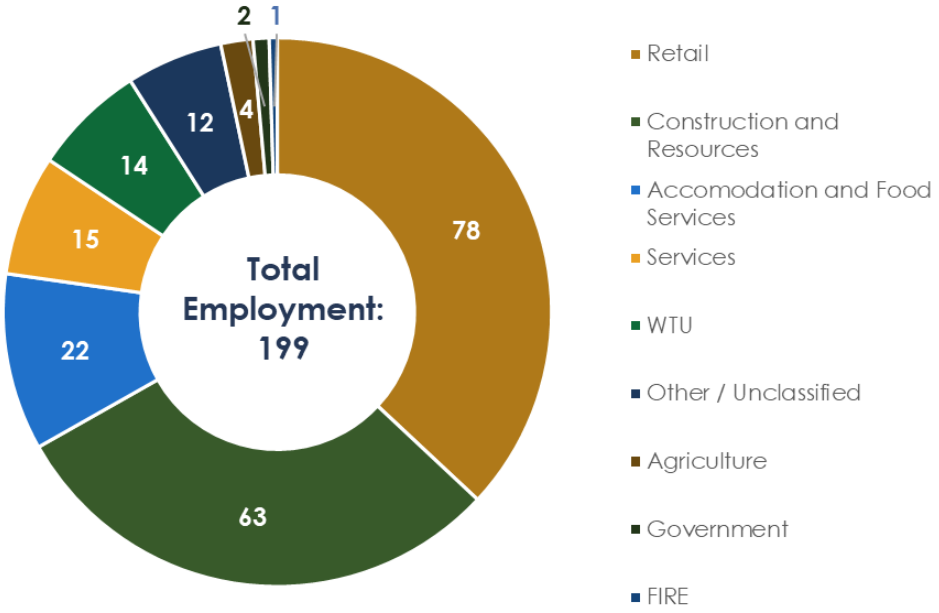
6.1.2 Businesses and Employment

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).

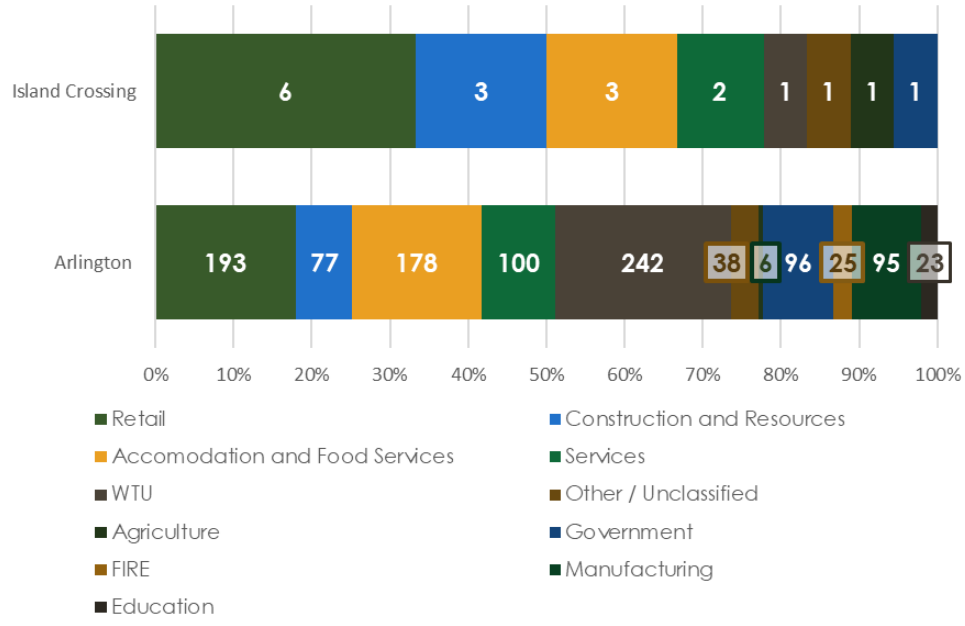
The retail sector has a higher concentration of businesses and jobs in the subarea compared to Arlington as a whole. Retail represents one-third of all businesses in the subarea compared to 18% of all businesses in the city. However, employment in retail in the subarea is lower than the city (25% in 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

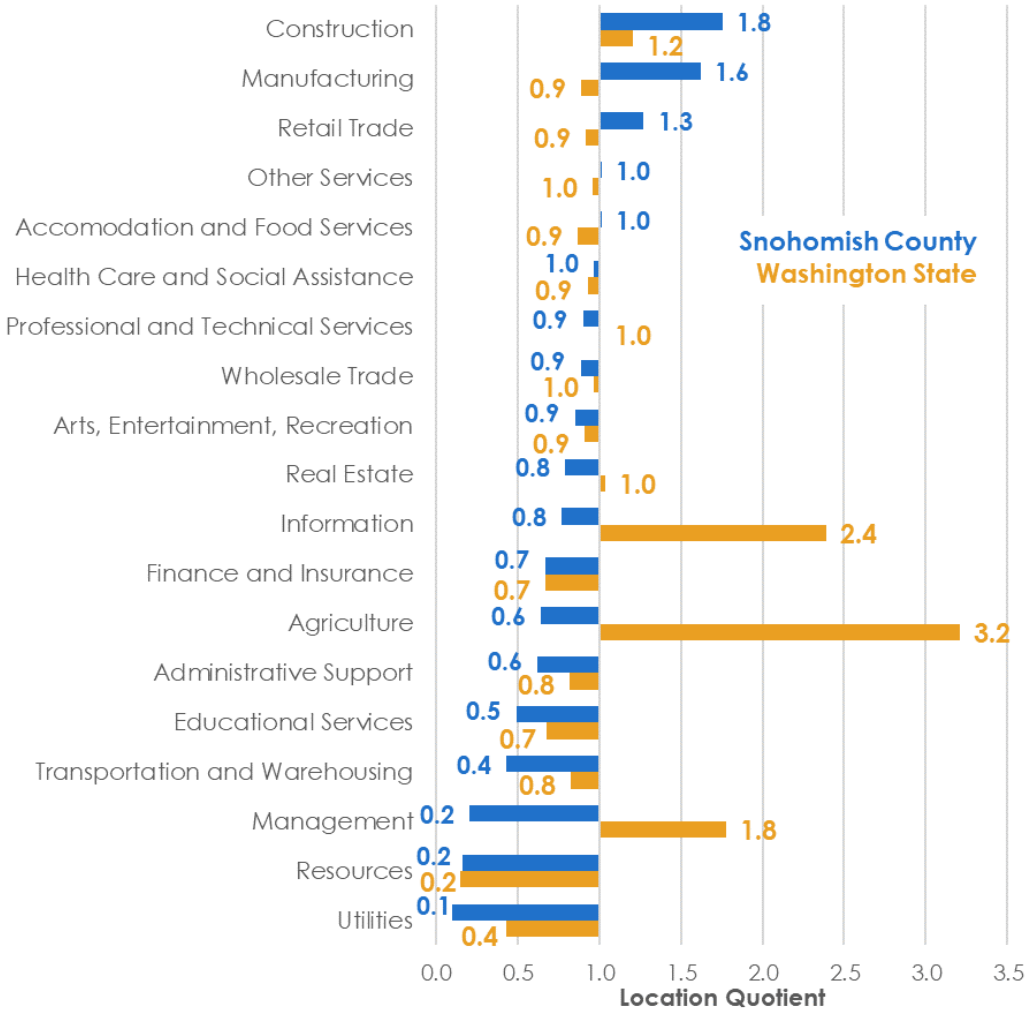
and 1.6 respectively. In Washington state, however, an LQ of 3.1 indicates that the agriculture industry is much more concentrated in the state than it is in the nation, suggesting a high level of specialization. While the LQ for agriculture in Snohomish County is comparatively lower, an additional sector 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

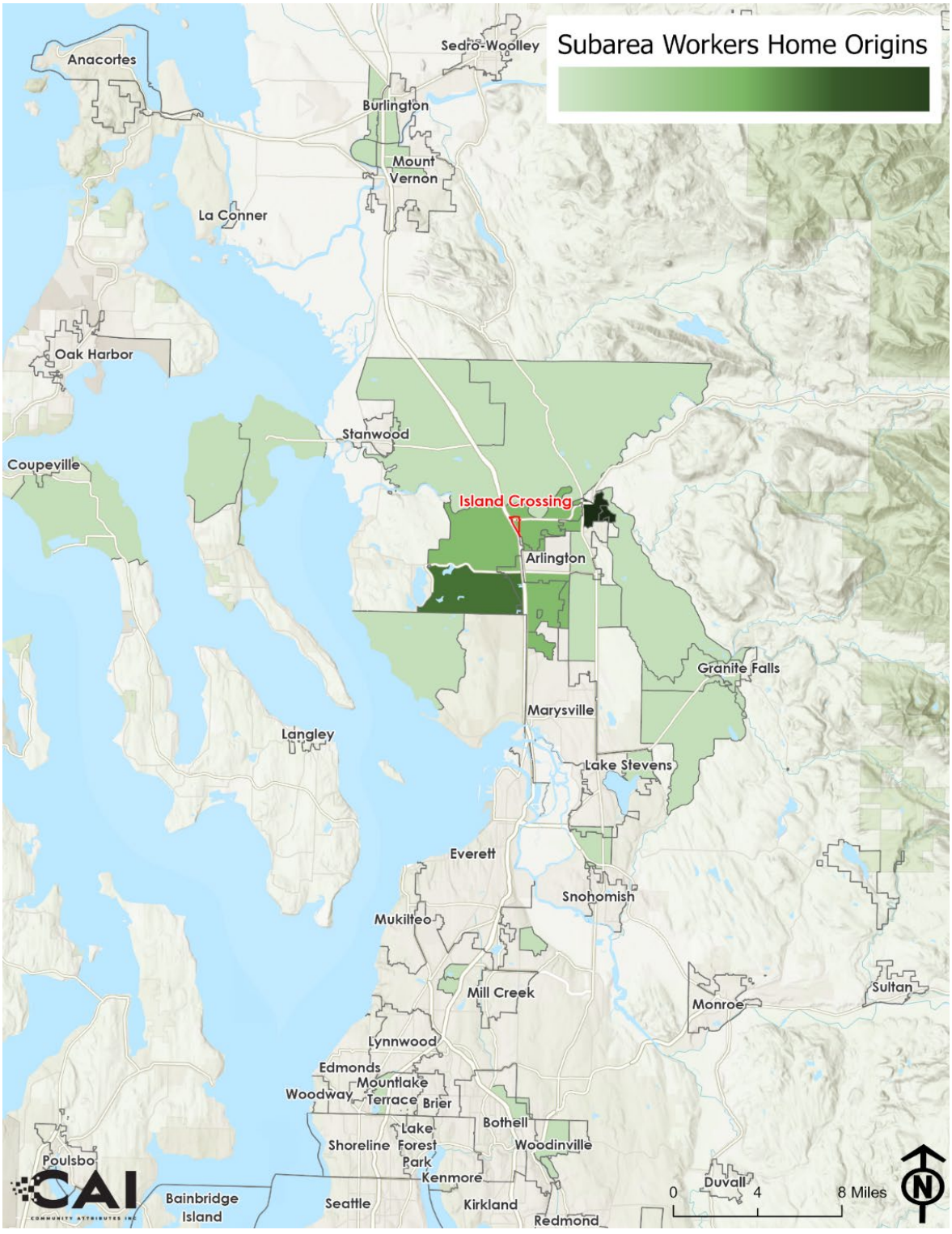


Source: Bureau of Labor Statistics, 2022; PSRC, 2023; CAI, 2024

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.

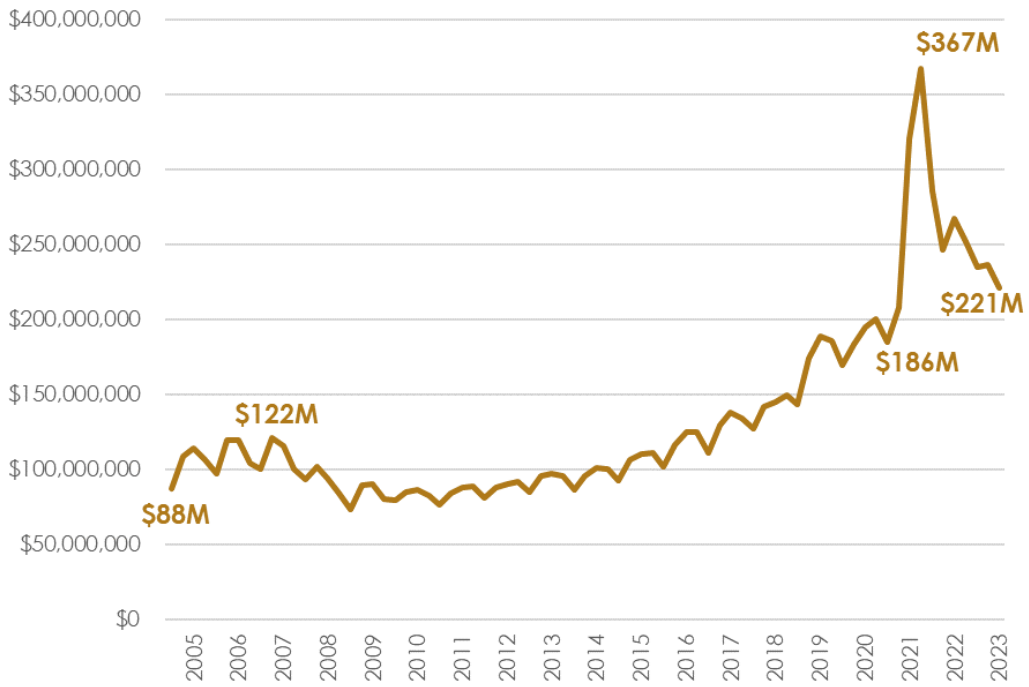
Exhibit 6-6 Establishments and Annual Sales by Major Sector, Island Crossing Subarea, 2023

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

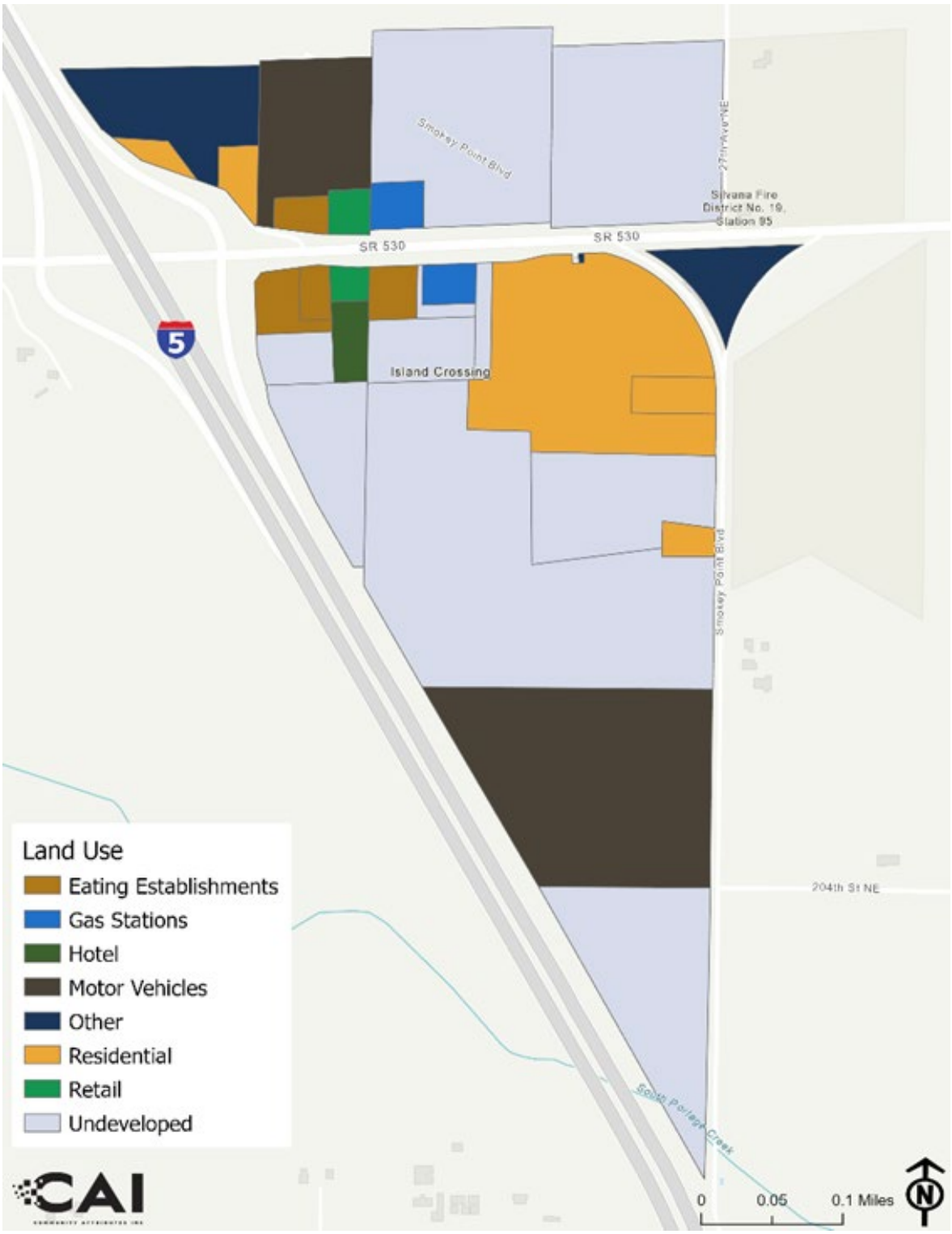
Property Type	# Properties	Total SF	Asking Rents
Retail	7	30,203	$17.53 - $27.70
Land	8	N/A	N/A
Hospitality	1	12,471	N/A

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

	Island Crossing Subarea				Snohomish County			
Land Use Type	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.

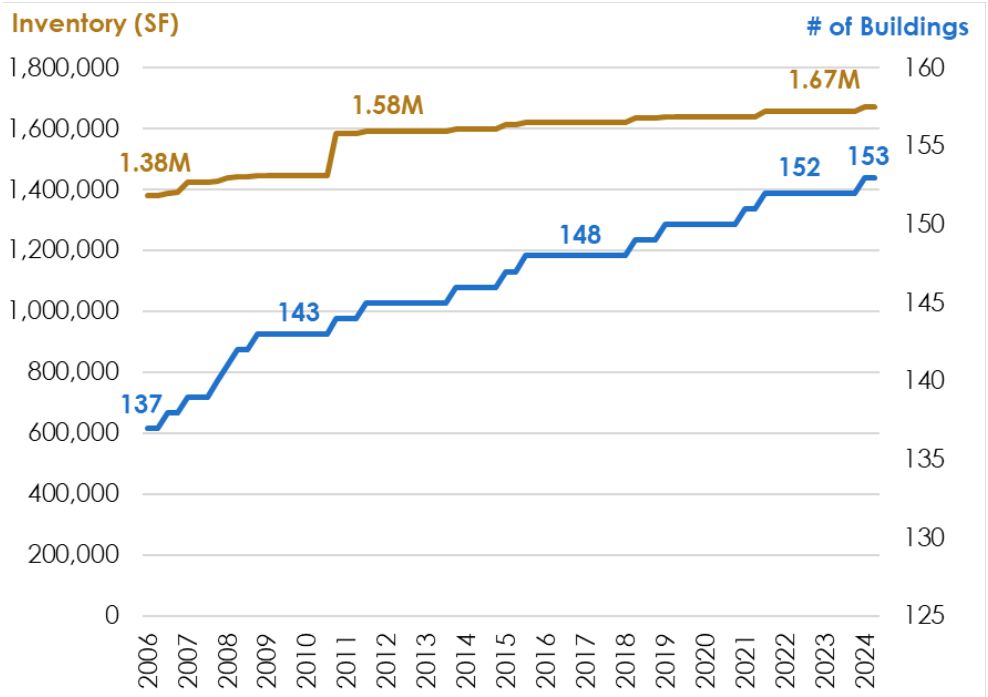
These market trends have been explored and analyzed in detail below by market type.

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.

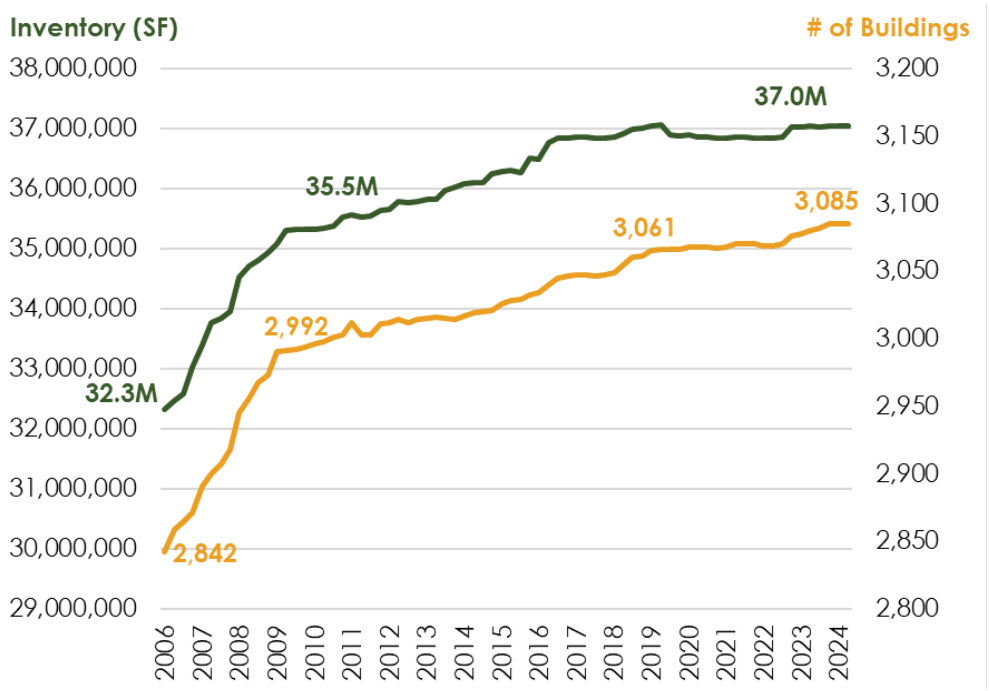
From 2006-2024, retail inventory in Arlington has grown slowly but steadily, at a compound annual growth rate (CAGR) of 1.6% (Exhibit 6-12). This is a slightly faster rate than retail has grown in Snohomish County, which had a CAGR of 1.1% for the same time period (Exhibit 6-13). While retail buildings 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



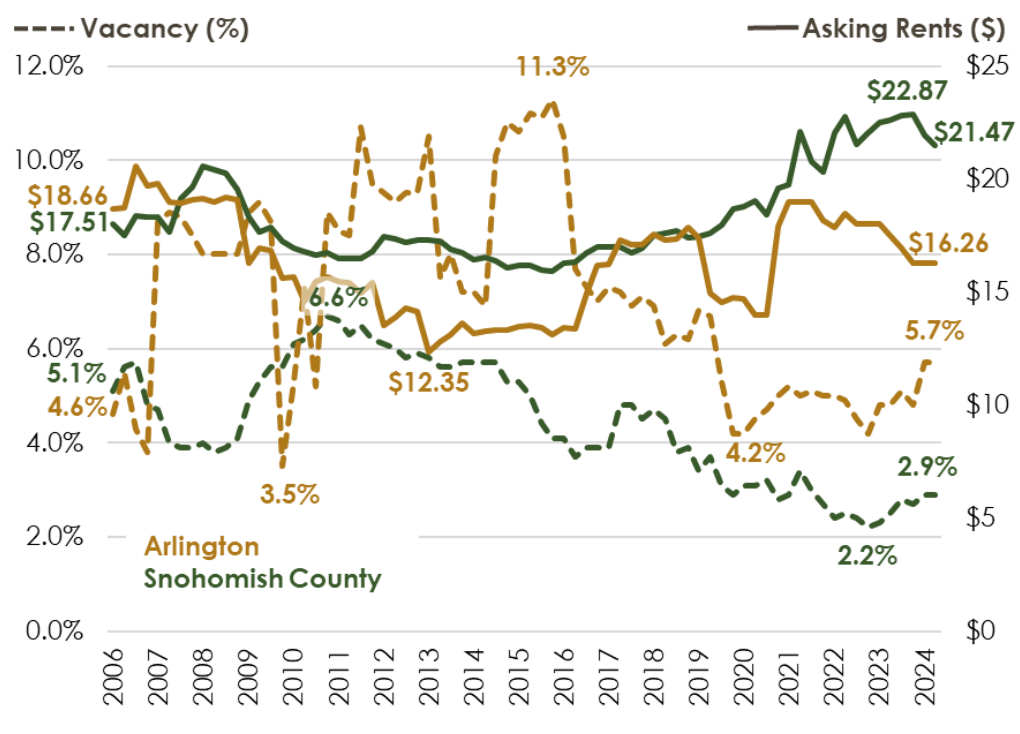
Source: CoStar, 2023; CAI, 2024

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

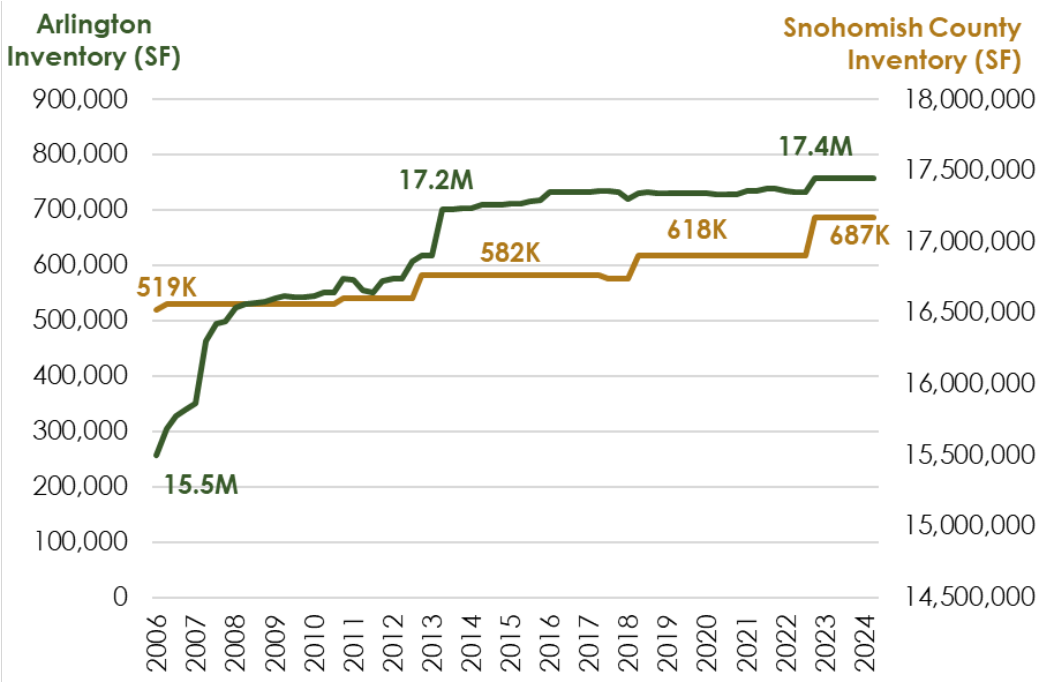


Source: CoStar, 2023; CAI, 2024

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.

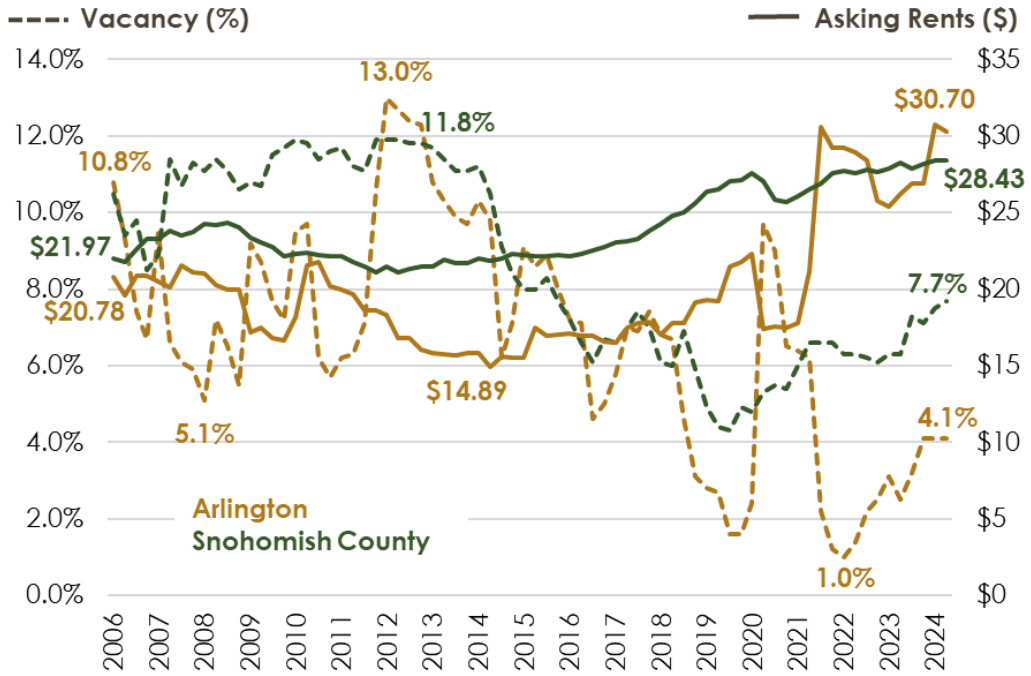
Exhibit 6-15 Total Office Inventory, Arlington and Snohomish County, 2006-2024



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



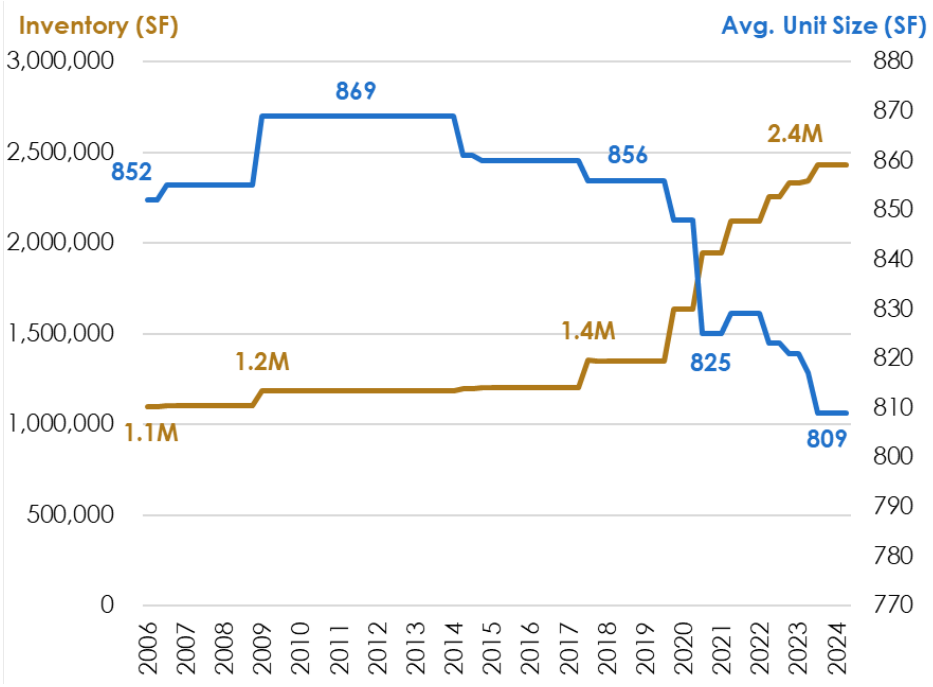
Source: CoStar, 2023; CAI, 2024

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.

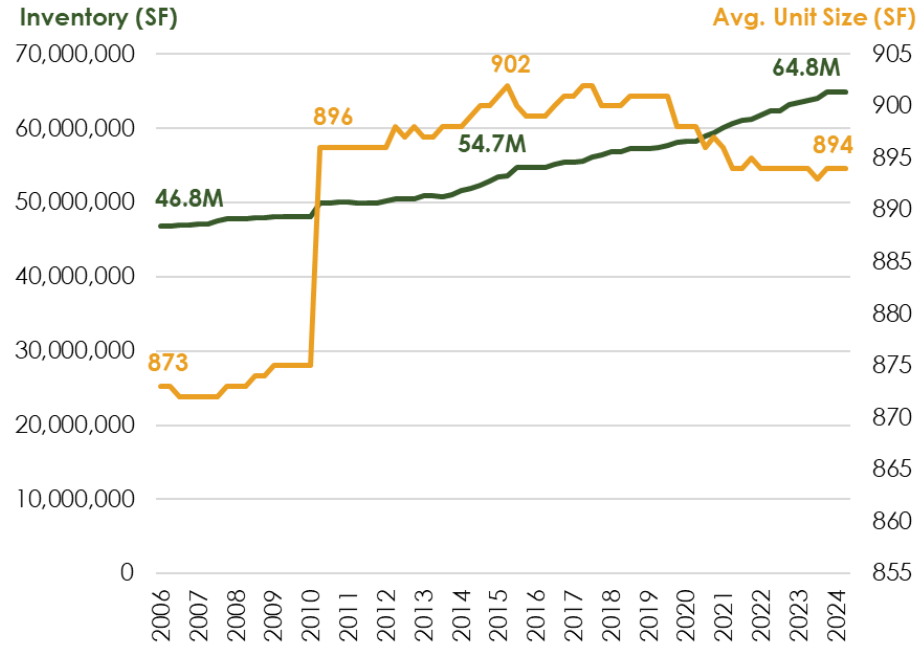
Since 2019, the number of multifamily units in Arlington have increased at a high rate, adding about 1M square feet of new multifamily deliveries (Exhibit 6-17). However, multifamily unit sizes have decreased over time in Arlington, reaching about 809 square feet per unit in 2024. Snohomish County shows 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

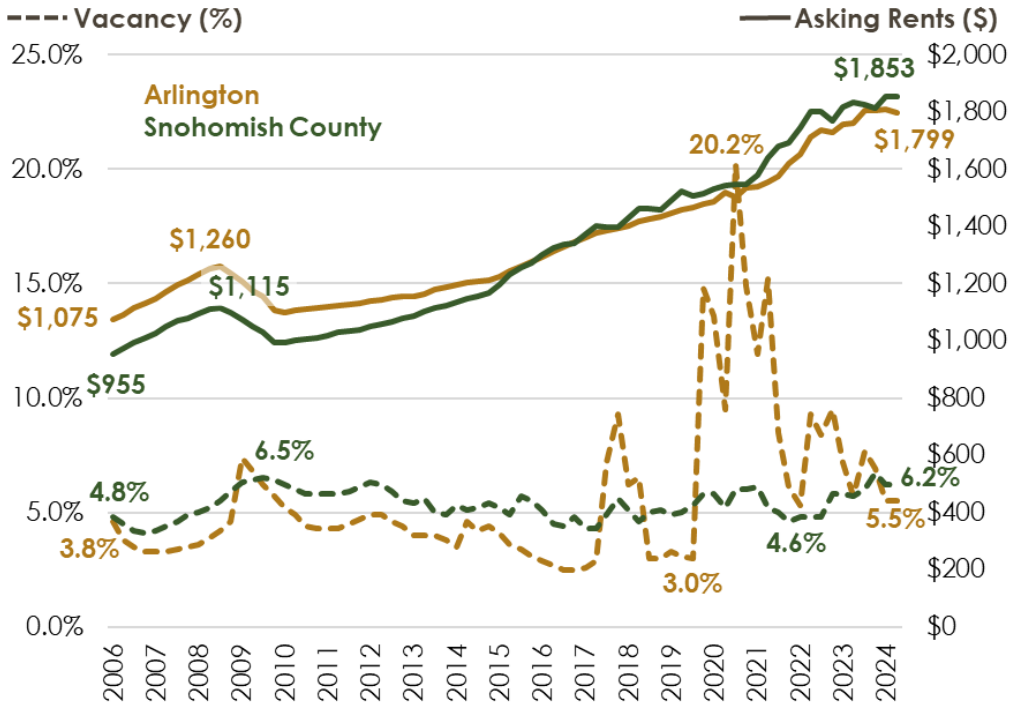
Exhibit 6-18 Total Multifamily Inventory and Average Unit Size, Snohomish County, 2006-2024



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



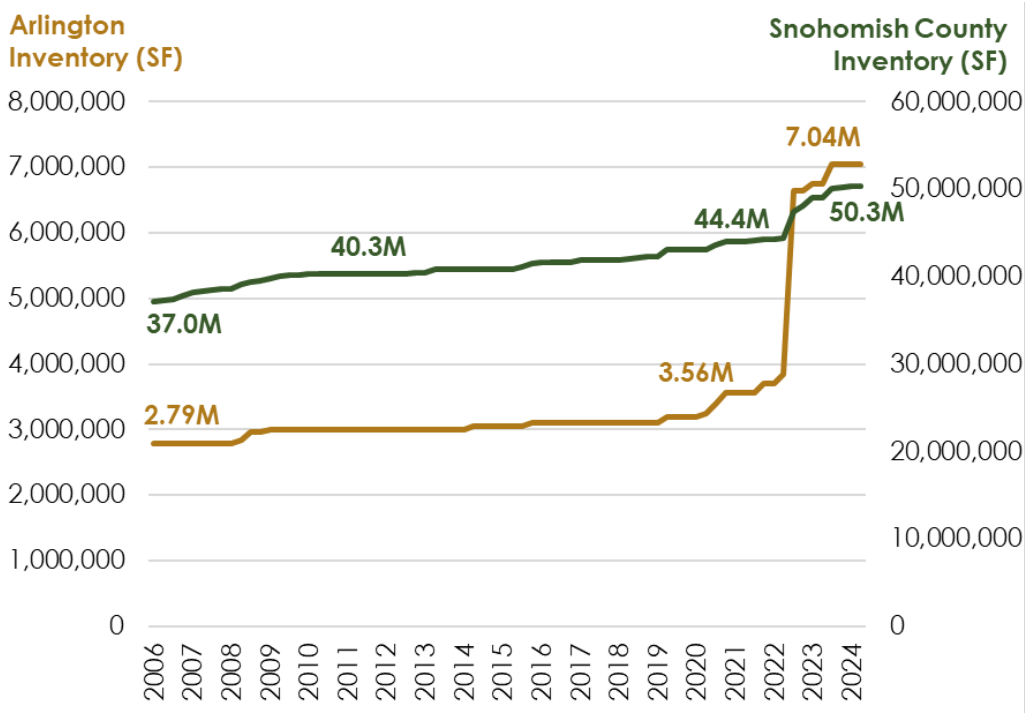
Source: CoStar, 2023; CAI, 2024

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.

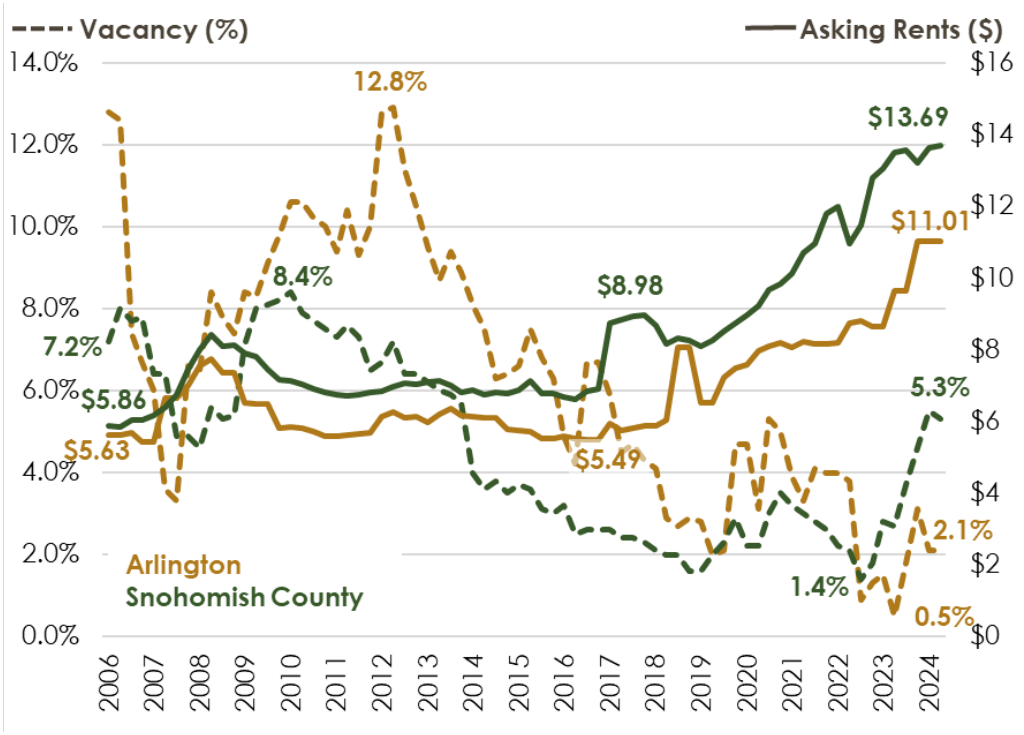
Exhibit 6-20 Total Industrial Inventory, Arlington and Snohomish County, 2006-2024



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.

7.0 References

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Appendix B: Public Engagement Summaries

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.

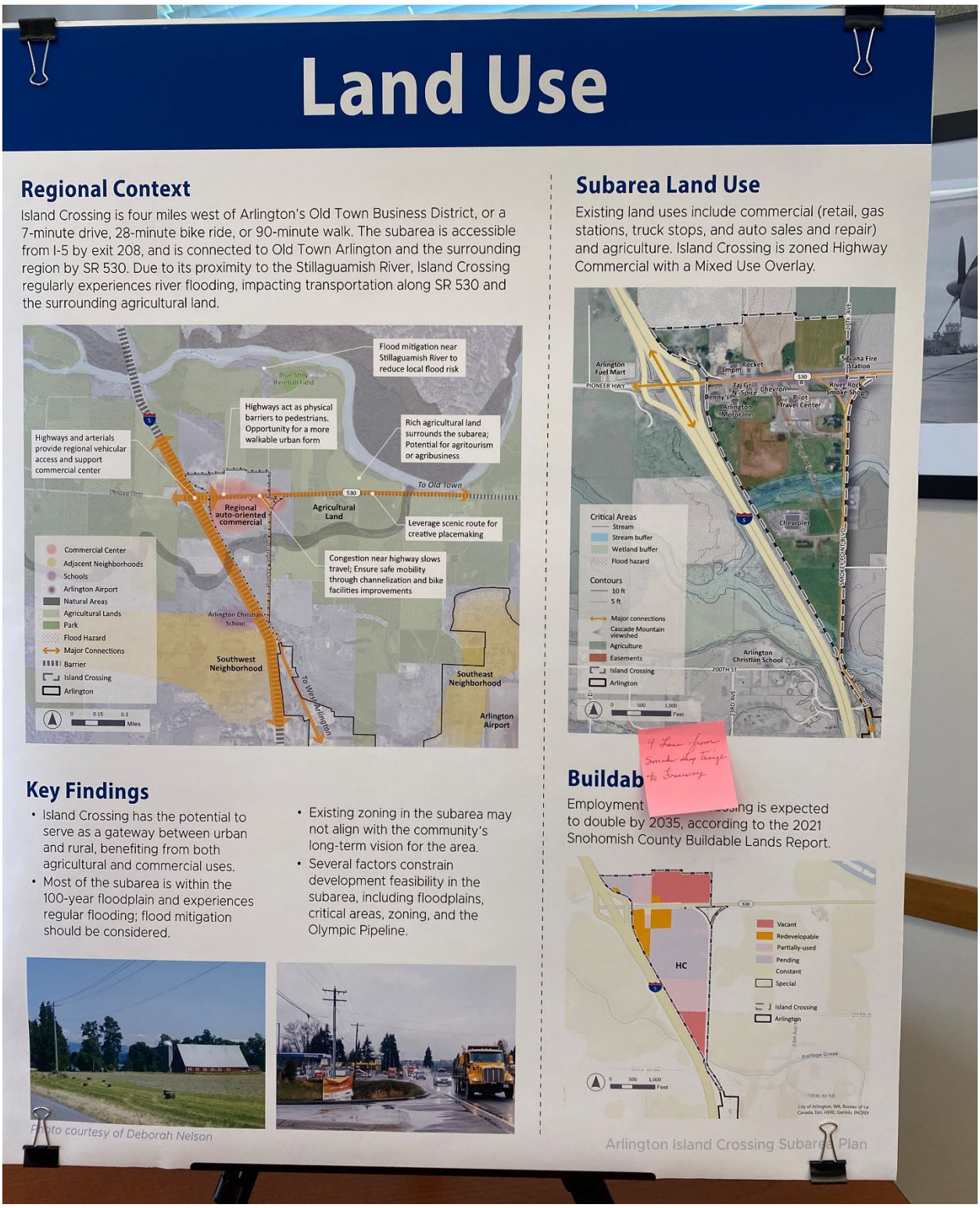
- Natural environment/flooding
  - Ensure developments at SR 530 (e.g., hotel, truck stop) include compensatory floodwater storage, potentially on agricultural lands north of SR 530
  - Uncertain future of the river and flood severity. Address flood risks by evaluating river dredging, expanding river 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



Market and Real Estate

Market Area Economics

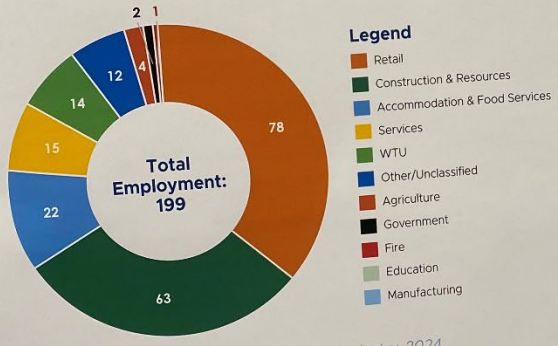
Island Crossing's landscape is characterized by a mix of open land, low-density retail structures, and numerous surface parking lots. While there are no housing, industrial, or office uses in Island Crossing, there are economic clusters nearby.

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

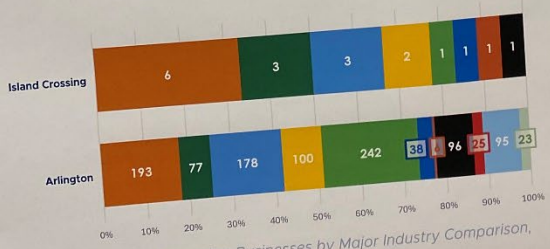
Neighboring economic centers and Island Crossing's importance in the region's tourism and outdoor recreation ecosystem are key to understanding local conditions and potential land use demands.

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.



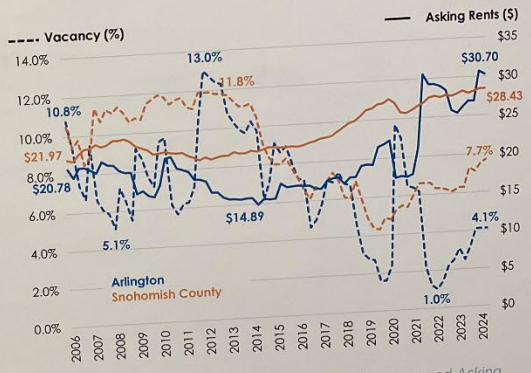
Island Crossing Employment Total by Major Industry, 2024



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 Rates, 2006-2024

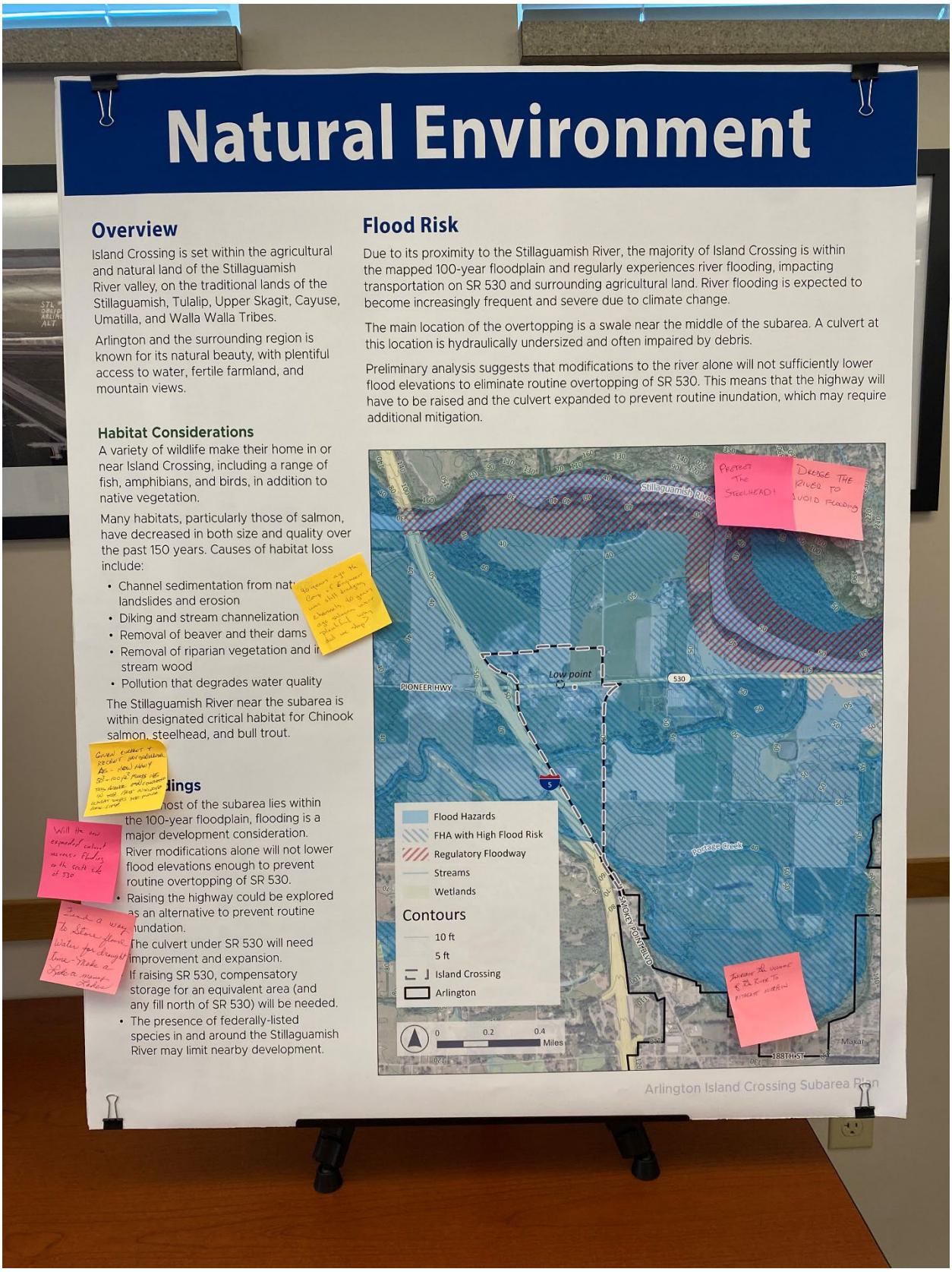
Key Findings

- 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.

MORE AREA SOMETHING INVESTMENT TO BE OPPORTUNITIES

- 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.

Arlington Island Crossing Subarea Plan


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 nat
landslides and erosion
• Diking and stream channelization
• Removal of beaver and their dams
• Removal of riparian vegetation and i
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.
lings
ost 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 undation.
• 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.
Stillaguamish River
Low point
PIONEER HWY
530
Portage Creek
SMOKEY POINT BLVD
188TH ST
Flood Hazards
FHA with High Flood Risk
Regulatory Floodway
Streams
Wetlands
Contours
10 ft
5 ft
Island Crossing
Arlington
0 0.2 0.4 Miles
Arlington Island Crossing Subarea Plan

Transportation

Roadway Network

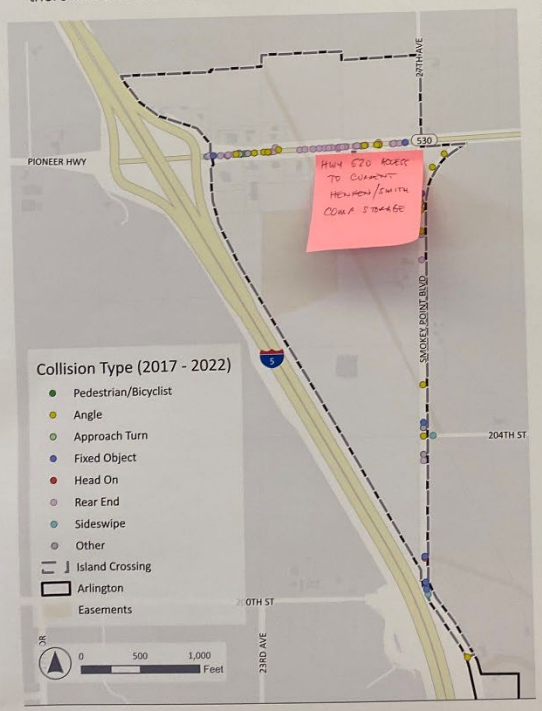
SR 530 is a principal arterial that connects freight and passenger traffic to I-5, Old Town, and the surrounding region. SR 530 lacks controlled driveways and has a level of service (LOS) of D due to high traffic volumes.

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.



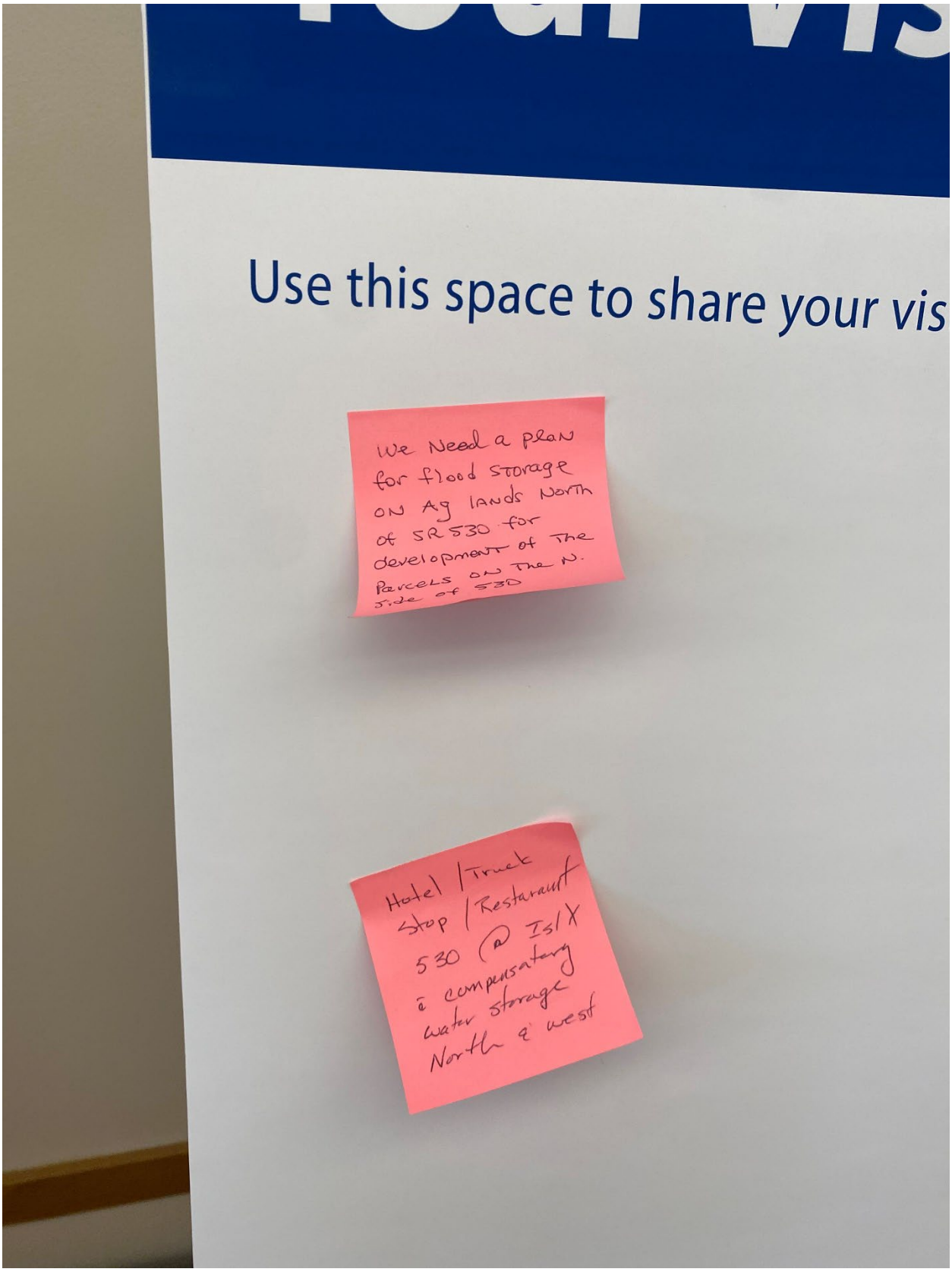
Pedestrian and Bicycle Connections

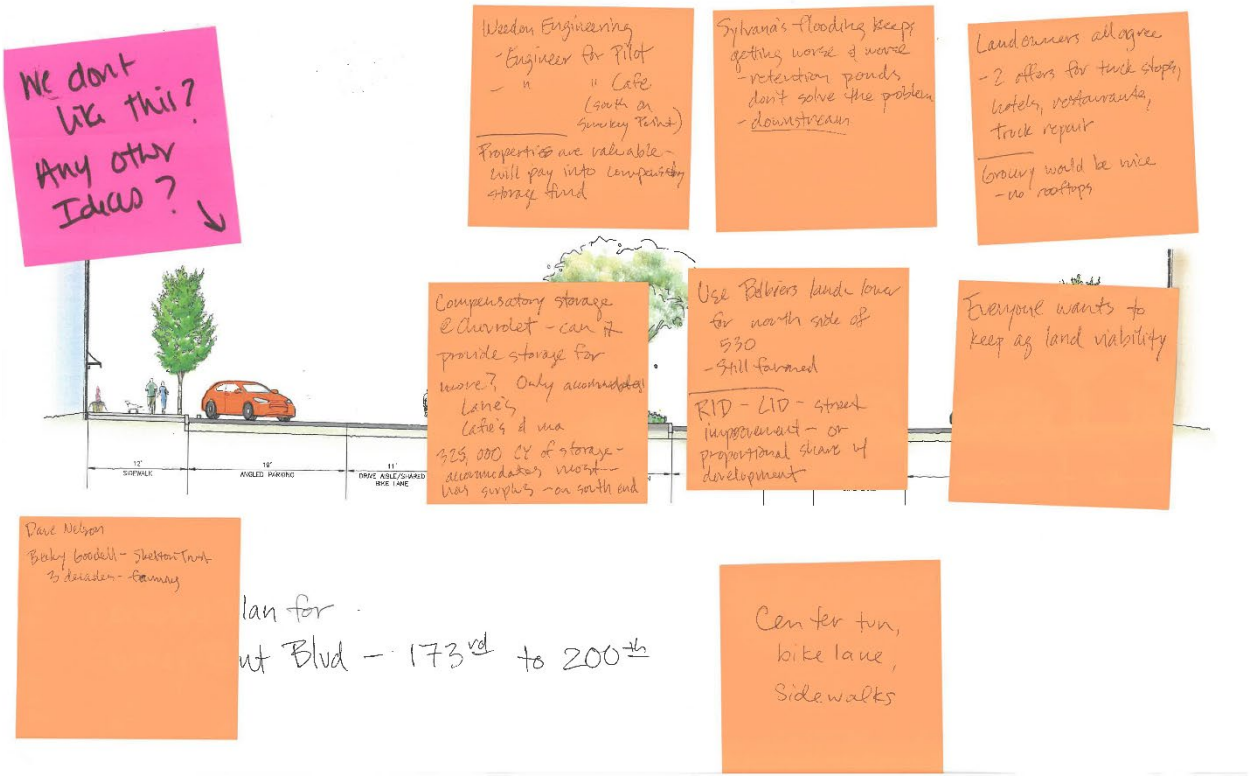
- SR 530 lacks adequate pedestrian and bicycle infrastructure, including sidewalks and dedicated bike lanes.
- Only two pedestrian crossings are located in Island Crossing.
- Though Community Transit routes through Island Crossing, there are no transit stops in the subarea.

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.

Arlington Island Crossing Subarea Plan


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 ē compensatory water storage North ē west


We don't like this? Any other Ideas?
Weedon Engineering
- Engineer for Pilot
- " " Cafe (south on Sunkey Point)
Properties are valuable - will pay into compensatory storage fund
Sylvana's flooding keeps getting worse & worse
- retention ponds don't solve the problem
- downstream
Landowners all agree
- 2 offers for truck stops, hotels, restaurants, truck repair
Grocery would be nice
- no rooftops
Compensatory storage
Chevrolet - can it provide storage for more? Only accommodates Lane's Cafe's & ma
325,000 CY of storage - accommodates most - may surplus - on south end
Use Bolviers lands 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 - Skeleton Trail
3 decades - farming
lan for
ut Blvd - 173rd to 200th
Center turn, bike lane, Sidewalks

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

- 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

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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

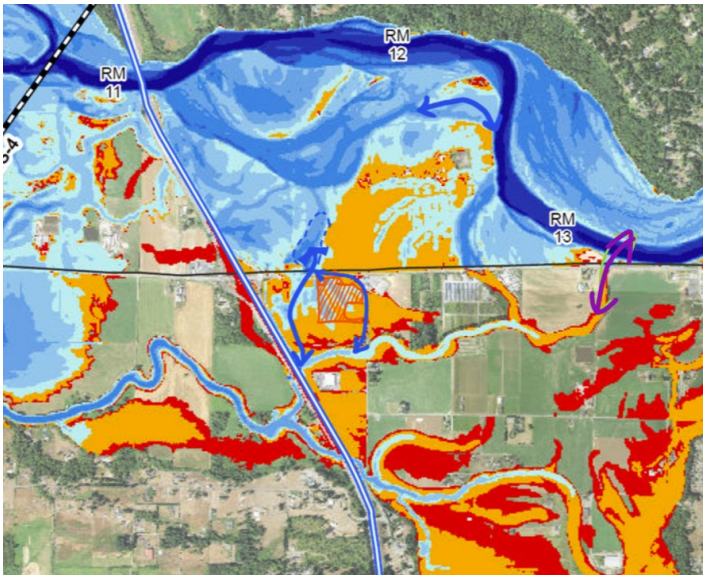
- Discourage eastward expansion on Snohomish County agricultural land, citing irreplaceable soils and threat to food production, and in respect of Stillaguamish Tribe land
- Concerns about inadequate infrastructure, particularly roads, underscore the need to improve traffic management to reduce congestion
- 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.

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

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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)

- 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

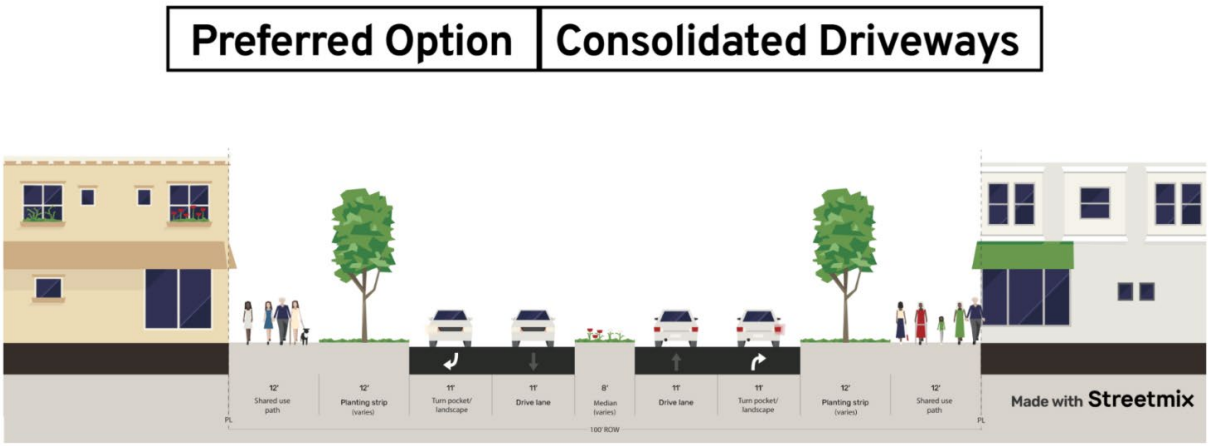
Attendees:

City: Marc Hayes, Amy Rusko, Raelynn Jones,

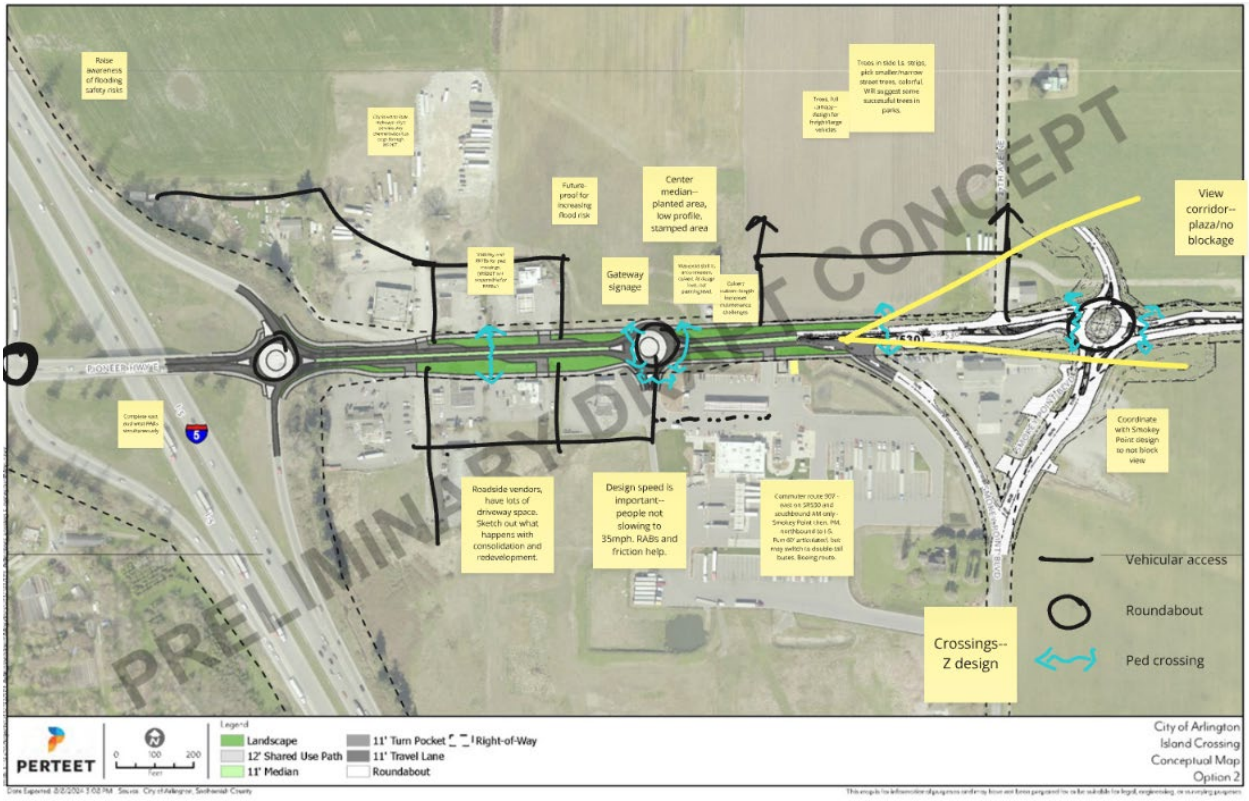
Consultant Team: Rachel Miller, Queenie Gipaya, Stefanie Herzstein, Erin Routledge

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.

<u>Vegetation</u>

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

<u>Roundabout</u>

- 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

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

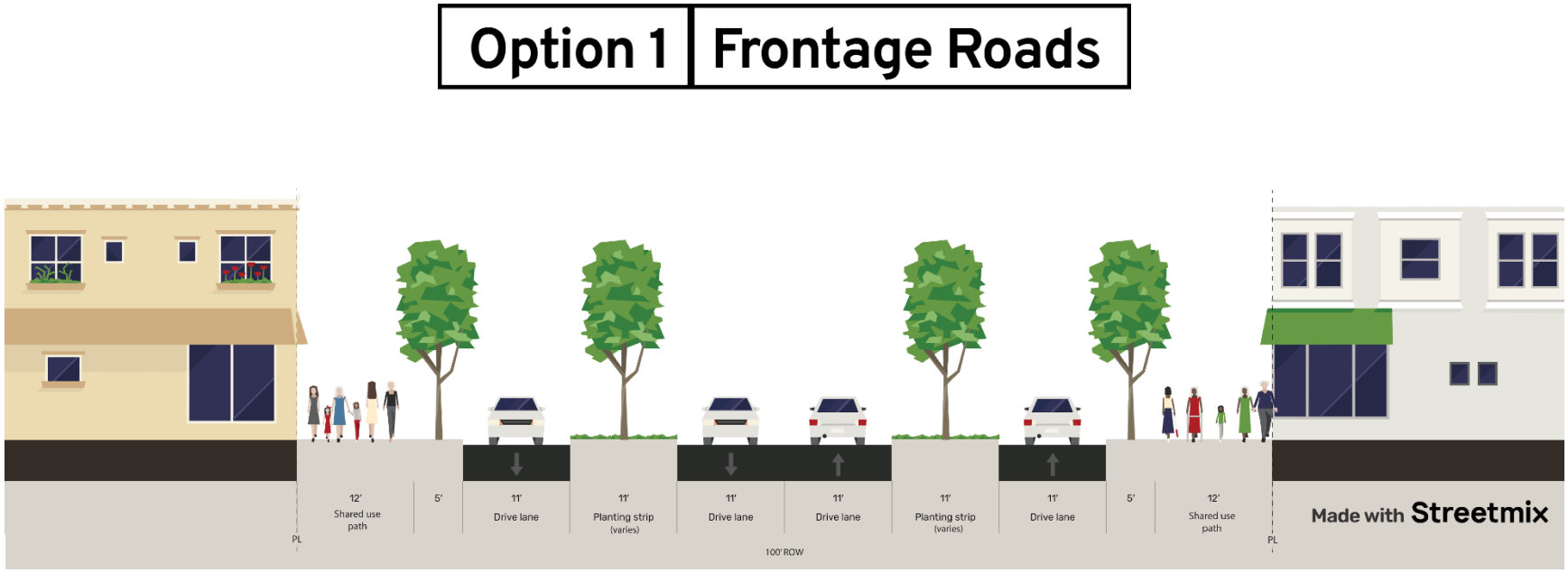
Evaluation Criteria

- 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

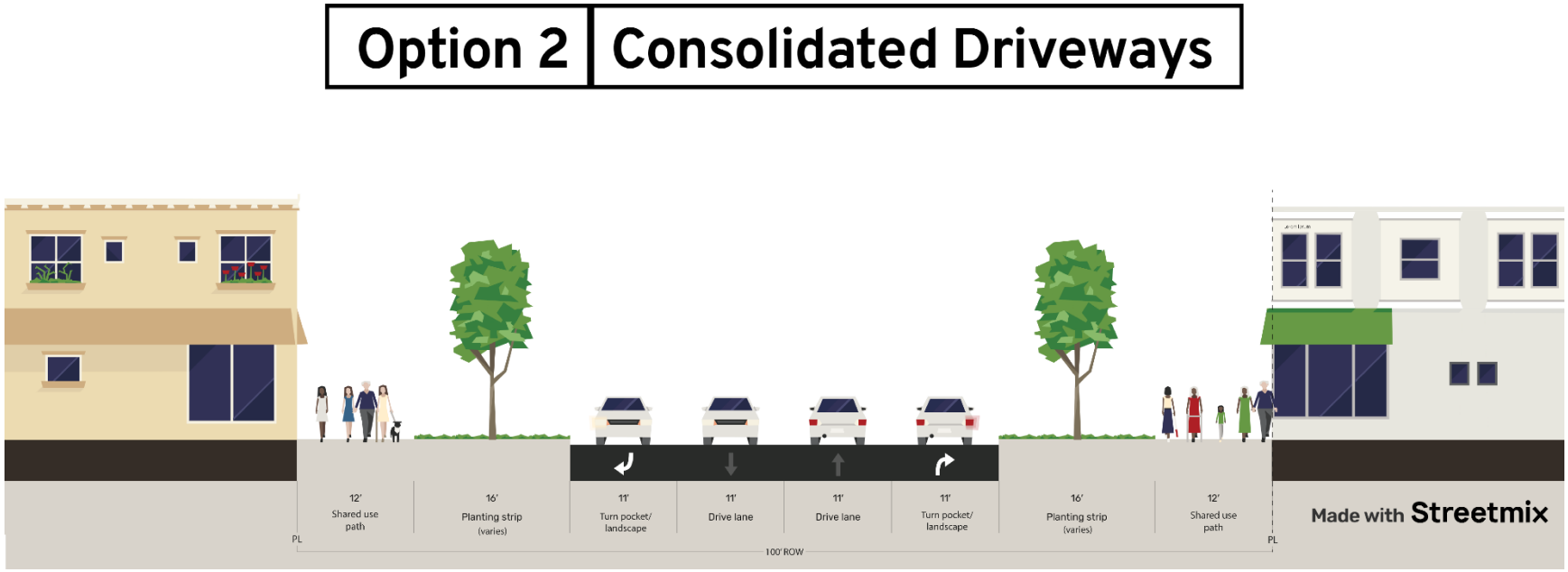
Two-lane highway with single lane roundabouts at the intersection of I-5 and SR 530 and near Pilot (avoids gas pipeline and low point and provides access to Pilot). Single lane frontage roads on both sides, except east of second roundabout on the south side. Consolidate driveways. Travel lanes (and frontage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



PRELIMINARY DRAFT CONCEPT
PIONEER HWY E
I-5
5
530
SR 530
67TH AVE NE
SMOKEY POINT BLVD
PERTEET
0 100 200
Feet
Legend
6' Island
10' Shared Use Path
11' Median
11' Frontage Road
11' Travel Lane
Roundabout
Right-of-Way
City of Arlington
Island Crossing
Conceptual Map
Option 1
Date Exported: 8/8/2024 3:08 PM Source: City of Arlington, Snohomish County
This map is for informational purposes and may have not been prepared for or be suitable for legal, engineering, or surveying purposes.

★ 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.)



PRELIMINARY DRAFT CONCEPT
PIONEER HWY E
I-5
5
530
SR 530
67TH AVE NE
SMOKEY POINT BLVD
PERTEET
0 100 200
Feet
Legend
Landscape
12' Shared Use Path
11' Median
11' Turn Pocket
11' Travel Lane
Roundabout
Right-of-Way
City of Arlington
Island Crossing
Conceptual Map
Option 2
Date Exported: 8/8/2024 3:08 PM Source: City of Arlington, Snohomish County
This map is for informational purposes and may have not been prepared for or be suitable for legal, engineering, or surveying purposes.

Evaluation

Key considerations are in **bold**.

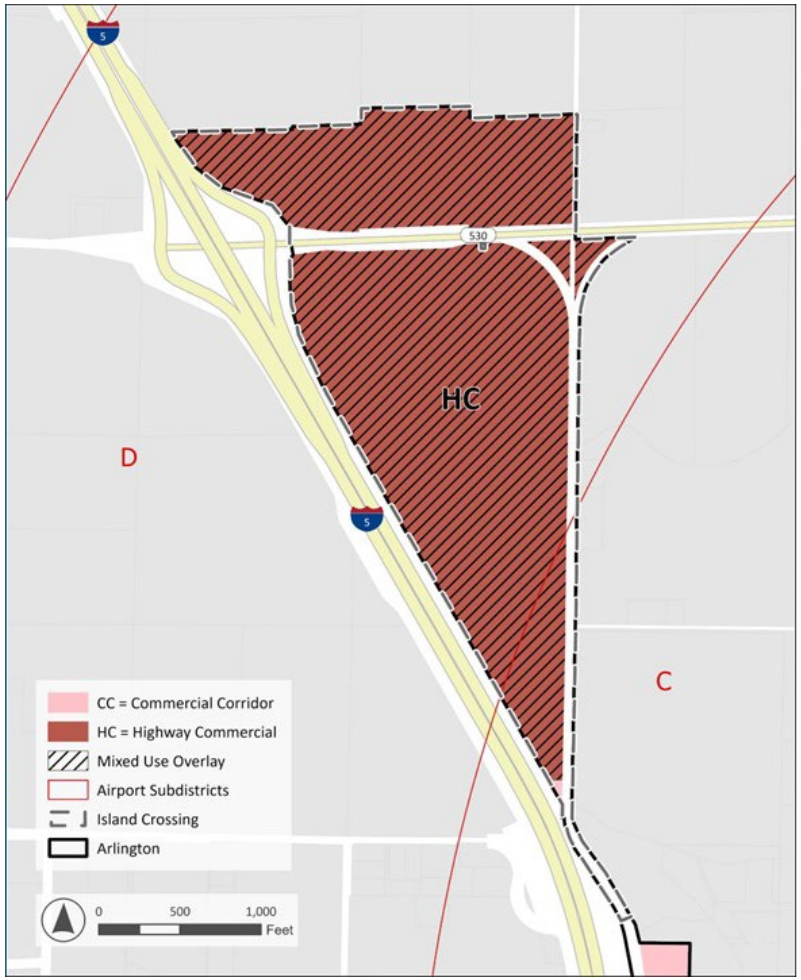
Evaluation Criteria	Option 1. Frontage Roads		Option 2. Consolidated Driveways	
	Pros	Cons/Considerations	Pros	Cons/Considerations
Protect life and property from flooding hazards	Roadway improvements would include culvert upsizing under SR 530. Raising of SR 530 travel lanes would remove them from floodplain.		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)

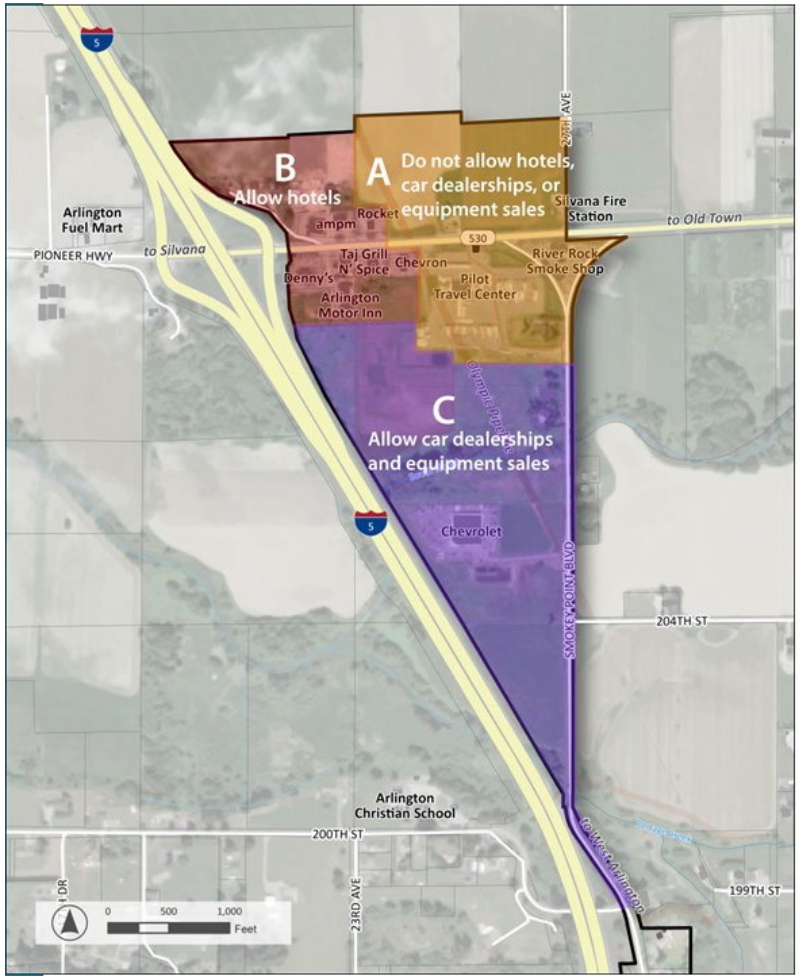
72

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.



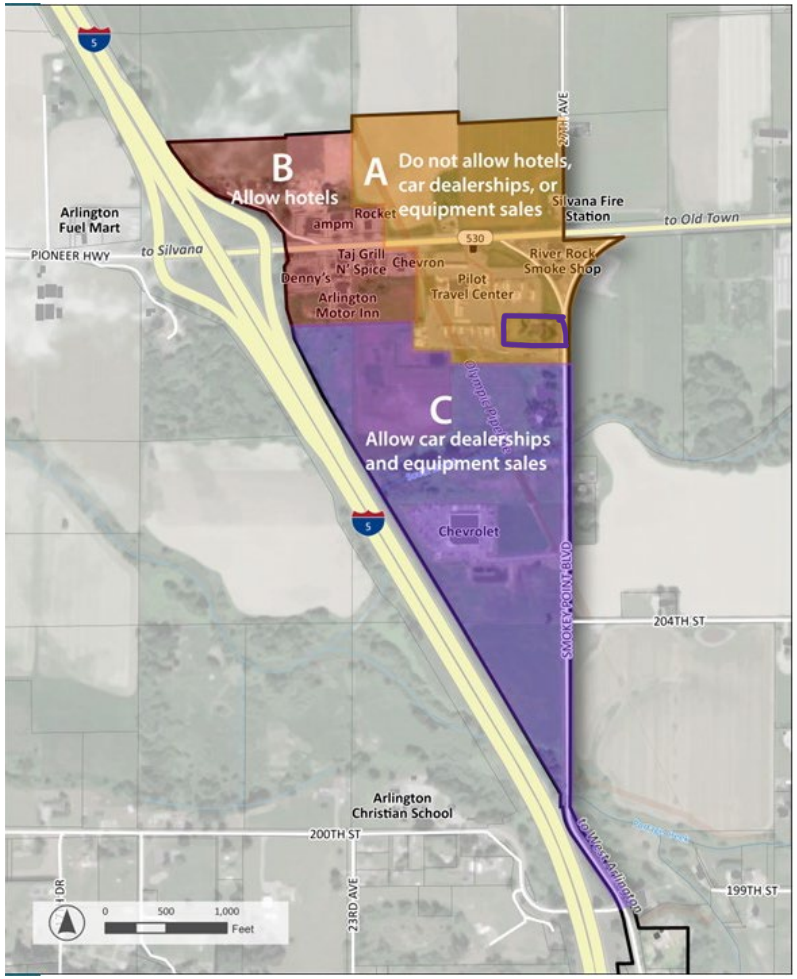
Existing Jobs:
249

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: • 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
	• 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.

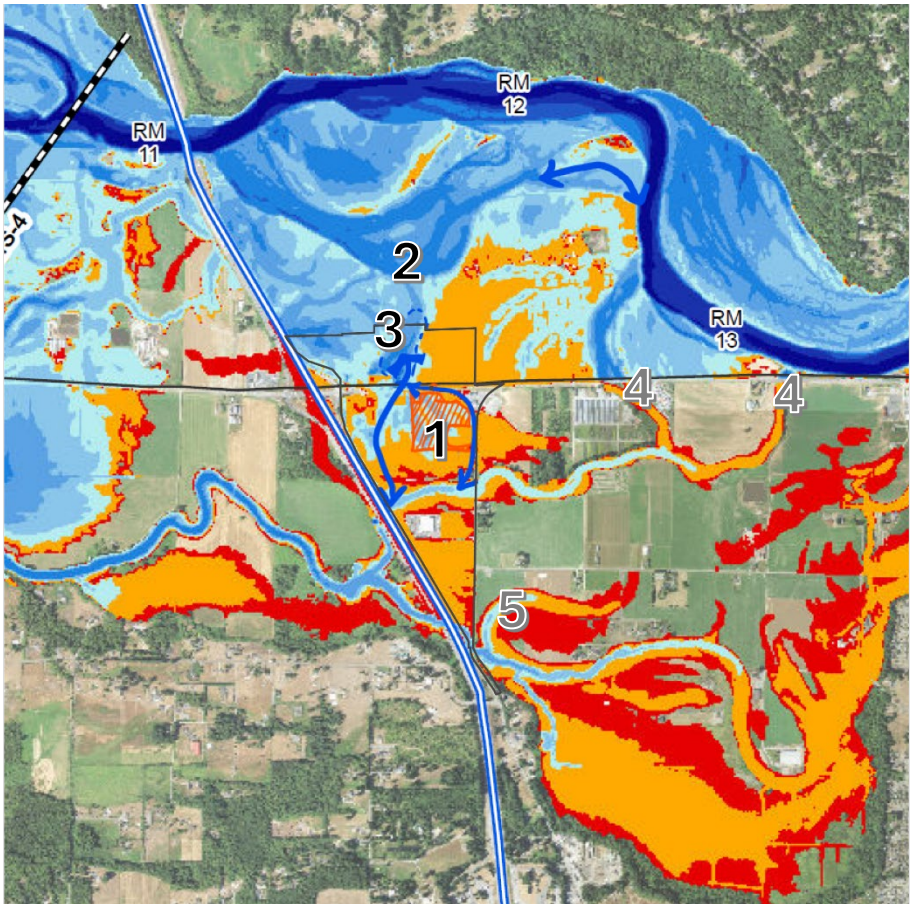
Option 2. Regional storage on farmland near river

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**.

	Option 1. Properties address individually		Option 2. Regional storage on farmland near river		Option 3. Regional storage within subarea	
Evaluation Criteria	**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

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 Set in Stillaguamish Valley
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 Open Spaces
Building Design
20.119.200 Architectural Style and Character
20.119.210 Building Corners
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 is 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.

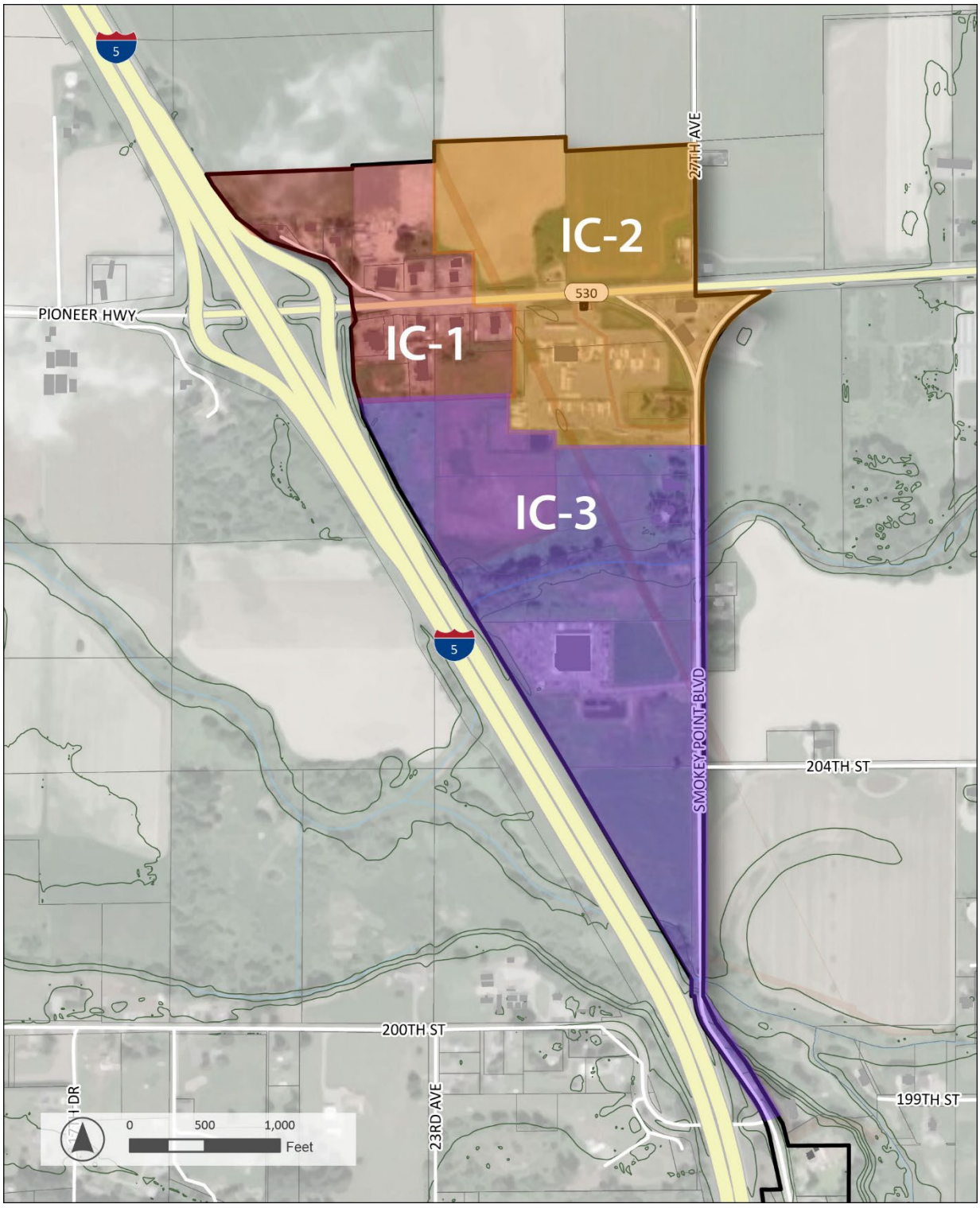
(a) The Island Crossing-1 (IC-1) zone is established to accommodate highway-oriented commercial activities near the I-5 and SR 530 interchange to cater to commuters, tourists, and commerce and improve the human environment and connectivity along existing and future streets.

(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.

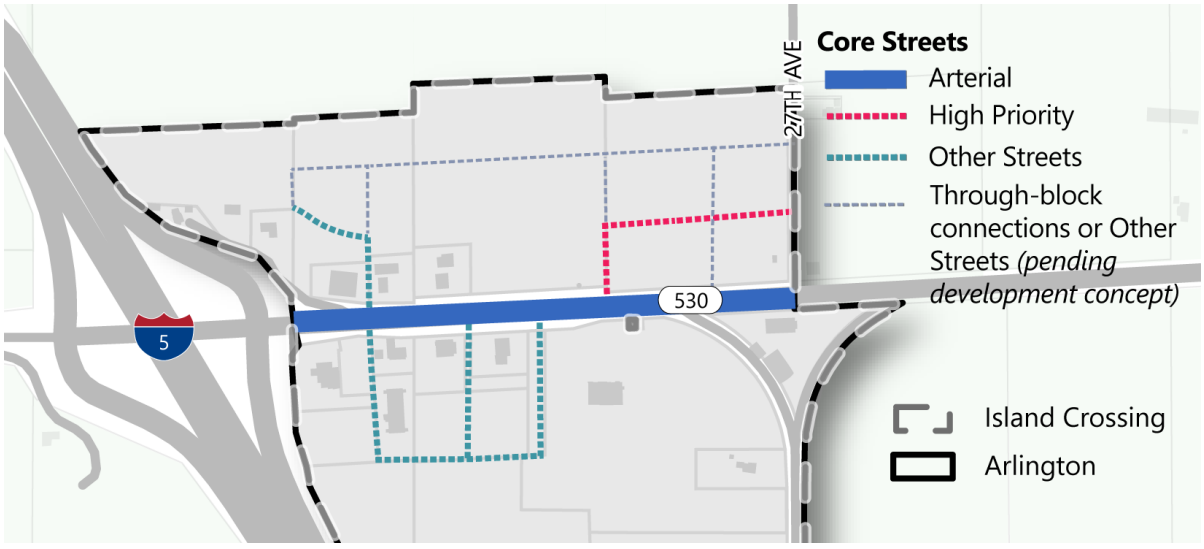
(2) To meet all sections of AMC 20.56, unless otherwise adjusted within these standards.

(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.

Figure 2
Street Network



Note: The dashed lines indicate proposed street or connection conceptual locations. Applicants may propose alternate locations that meet the purpose of this section and intent of the Island Crossing Subarea Plan.

(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).

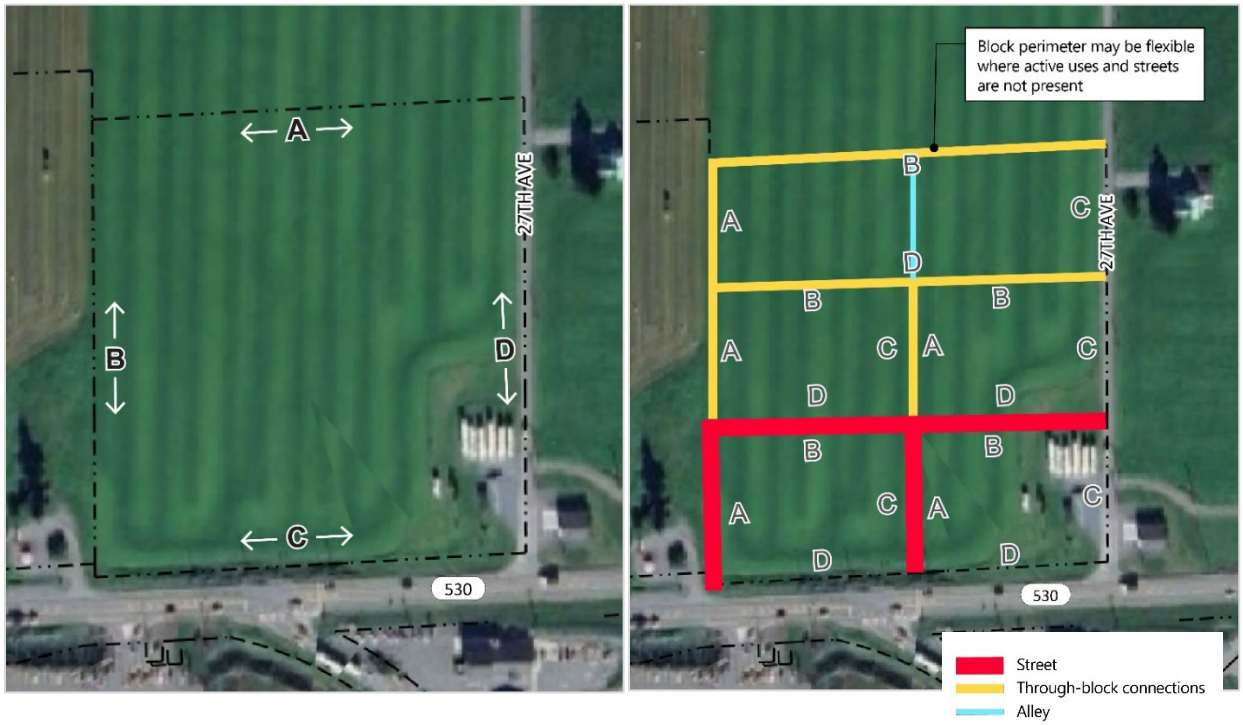
(e) Maximum Block Face and Perimeter Length Table.

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.

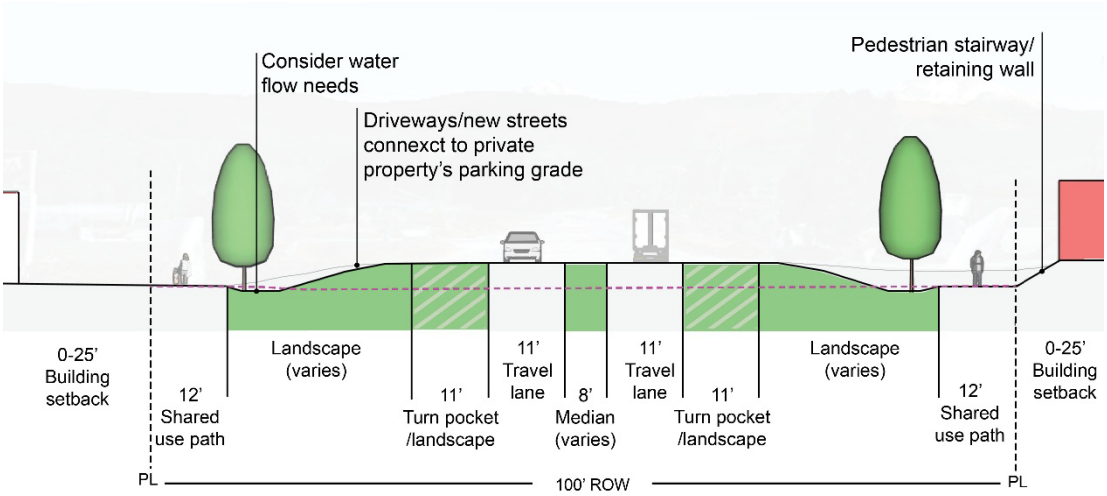
The Director may also approve a departure from the dimensional standards in AMC 20.119.060 (e) where topography, right-of-way, uses that require large site/building footprints, existing construction or physical conditions, or other geographic conditions prevent compliance or impose an unusual hardship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

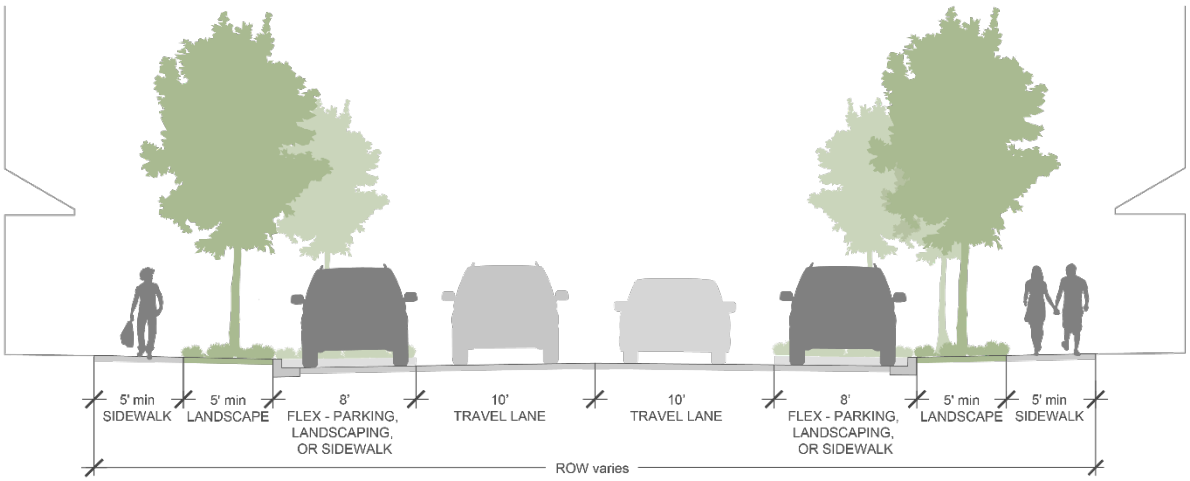
(1) **Arterial Streets.** This includes SR 530, a high-traffic corridor that serves as a gateway to the subarea and into Arlington. As redevelopment occurs, it is expected to accommodate a growing number of pedestrians. Internal streets and driveways will be designed and constructed at grade with the 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.)

Figure 3
Cross-section options for SR 530



(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.

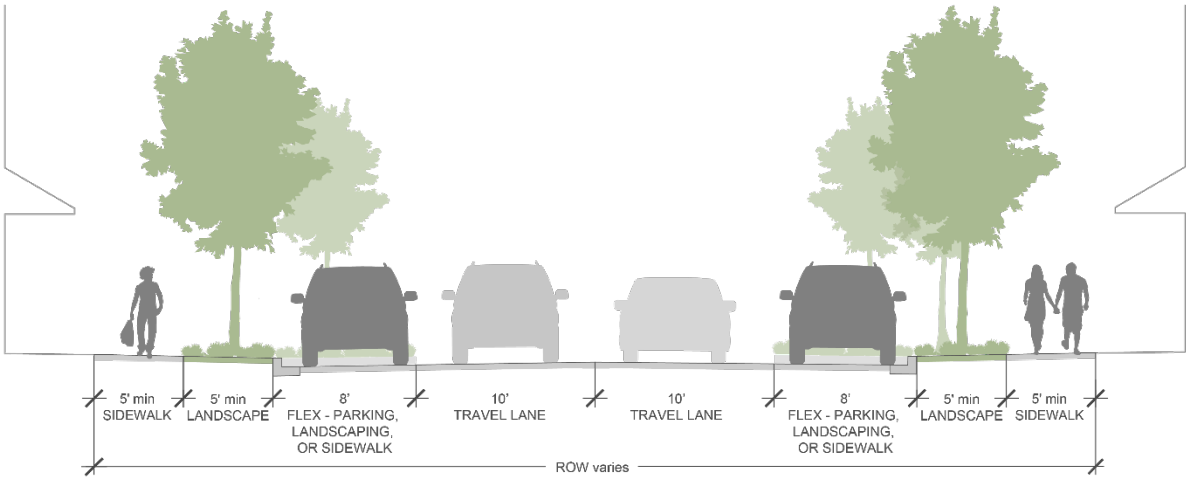
Figure 4
Cross-section options for High Priority Streets

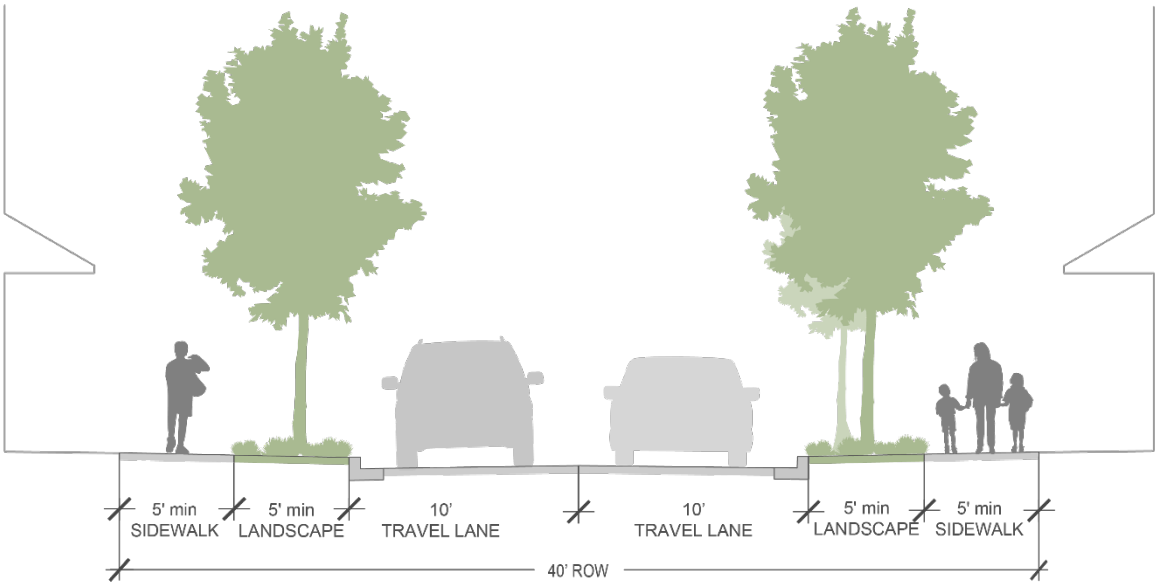


Require landscape strips to function as green stormwater infrastructure unless applicant shows stormwater is managed elsewhere more efficiently and with a cohesive site design. See AMC 20.119.120 Relationship to Street Front, (1) Pedestrian-Oriented Paths for areas where wider sidewalks/landscape are required.

(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.

Figure 5
Cross-section options 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.

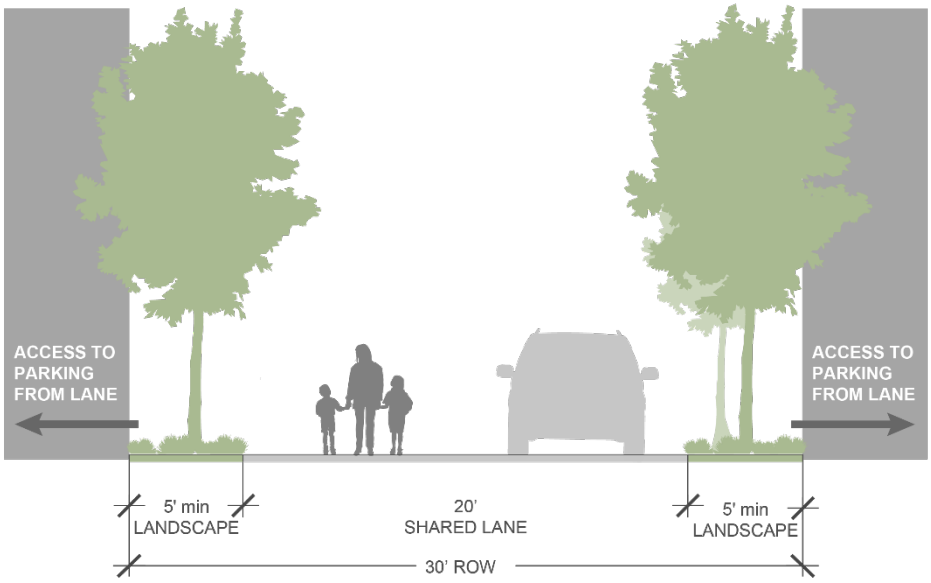
(1) **Woonerf.** Woonerf is a shared lane, creating a low-speed, pedestrian-focused environment.

(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

Figure 6
Cross-section of minimum regulations for a woonerf design through-block connection.



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

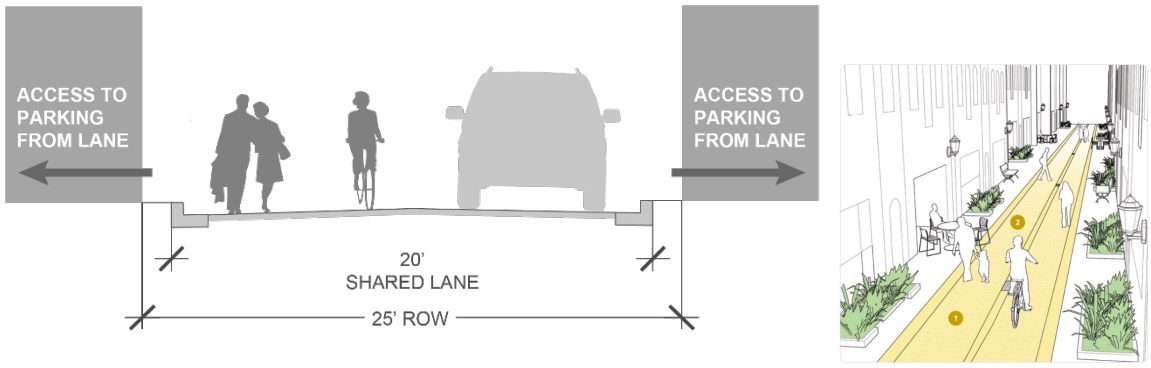
(A) 25-foot minimum public access easement.

(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.

Figure 7
Cross-section of minimum regulations for alley design through-block connection.



Right image source: NACTO

(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 statements 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 integrates 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

Figure 8
Block Frontage Type

Note: The dashed lines indicate proposed streets or connections. Locations are conceptual and applicants may propose alternate locations that meet the purpose of this section and intent of the Island Crossing Subarea Plan.

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:

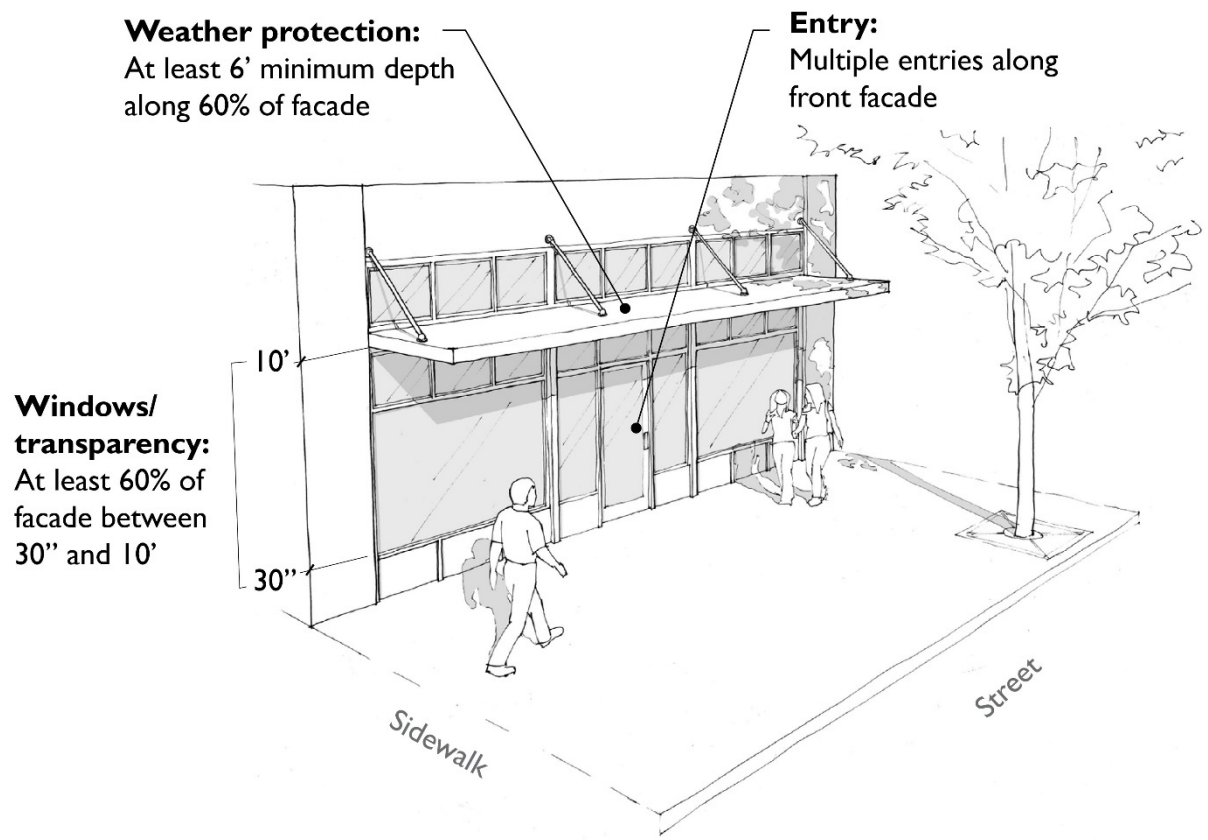
(1) Weather protection at least 6 feet deep on average along at least 60% of the façade.

(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 chance 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.

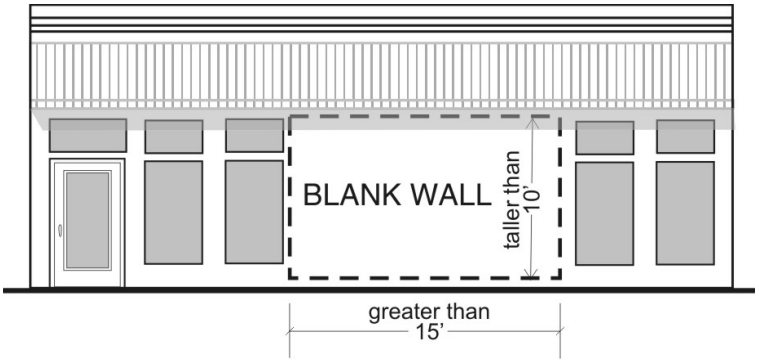
(a) Purpose

(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.

Figure 10
Blank wall requirements



(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

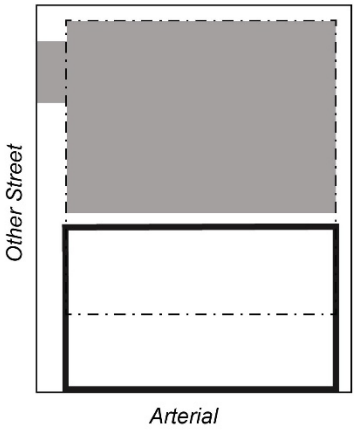
(h) For development facing a Pedestrian-Oriented Path, parking must be located to the side or rear of buildings. Along other streets, parking location is more flexible, provided it complies with the requirements of this section. Figure 12 Lot Layout and Acceptable Parking Locations Examples illustrates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

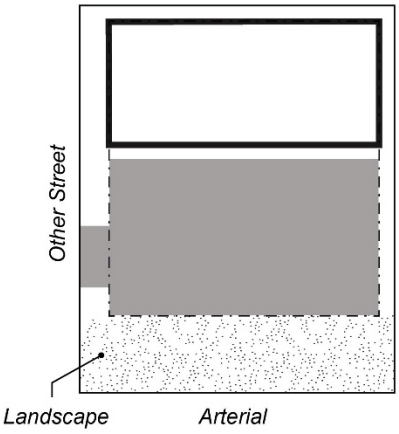
- Arterial street setback: 0 to 25 feet; buildings may be setback further if providing a pedestrian-oriented space.
- Non-arterial street setback: 0 to 10 feet.
- Rear and side setback (lot boundaries or alley): 5 feet.
- Preferred parking location is to rear or side of the building. Parking lots adjacent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

CORNER LOTS



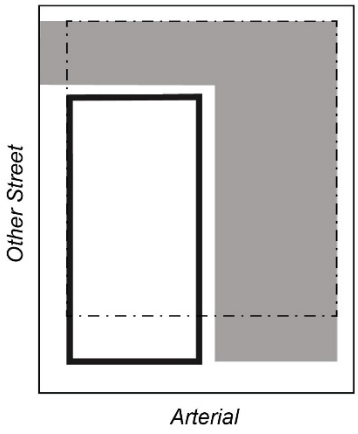
GOOD

Rear parking is good with building oriented toward the arterial.



GOOD

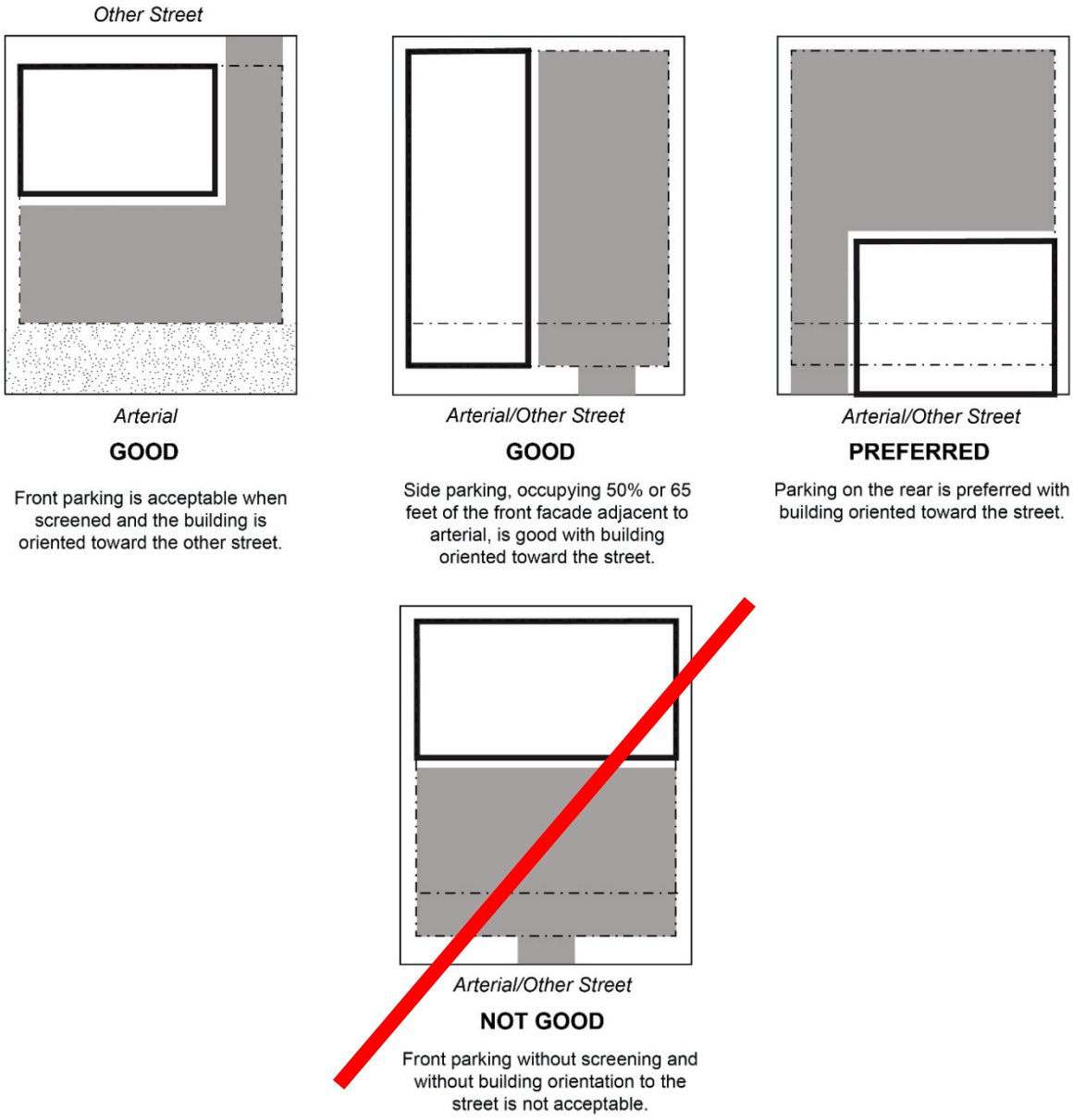
Front parking is acceptable when screened and the building is oriented toward the other street.



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.

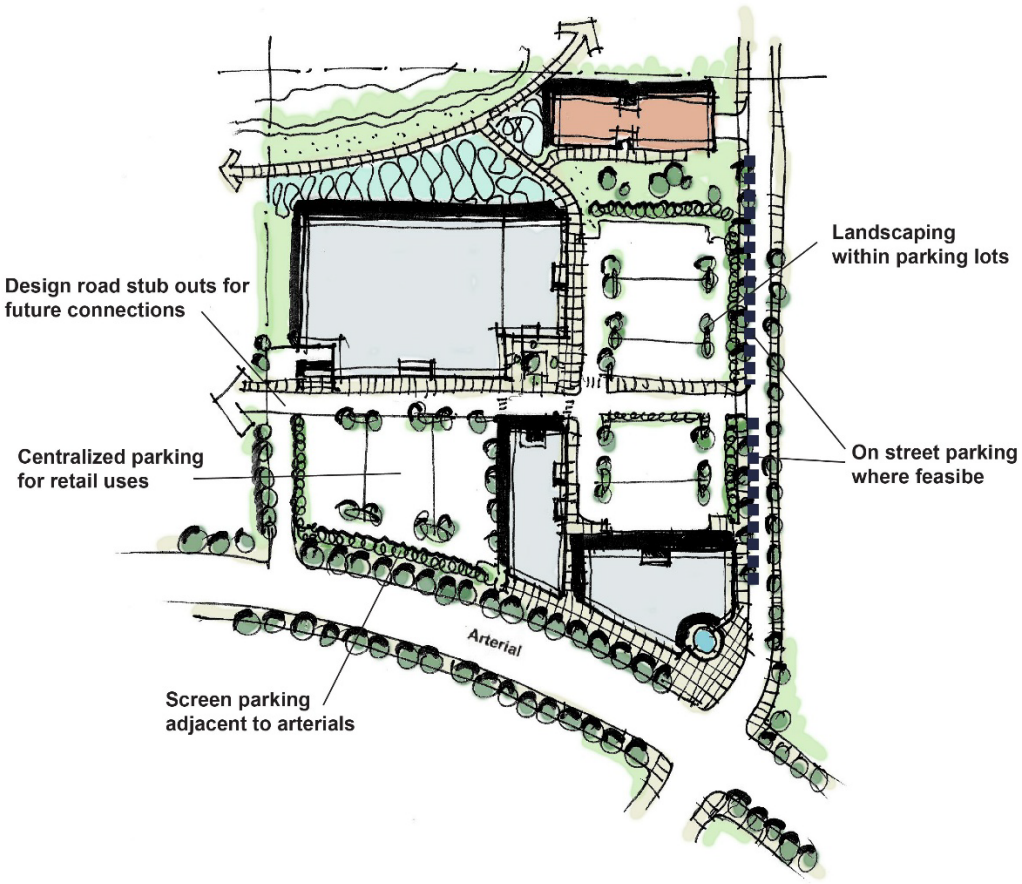
Figure 12
Lot Layout and Acceptable Parking Locations Examples



(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.

Figure 13
Illustrating desirable vehicular access and parking lot configuration for a large retail site development



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.

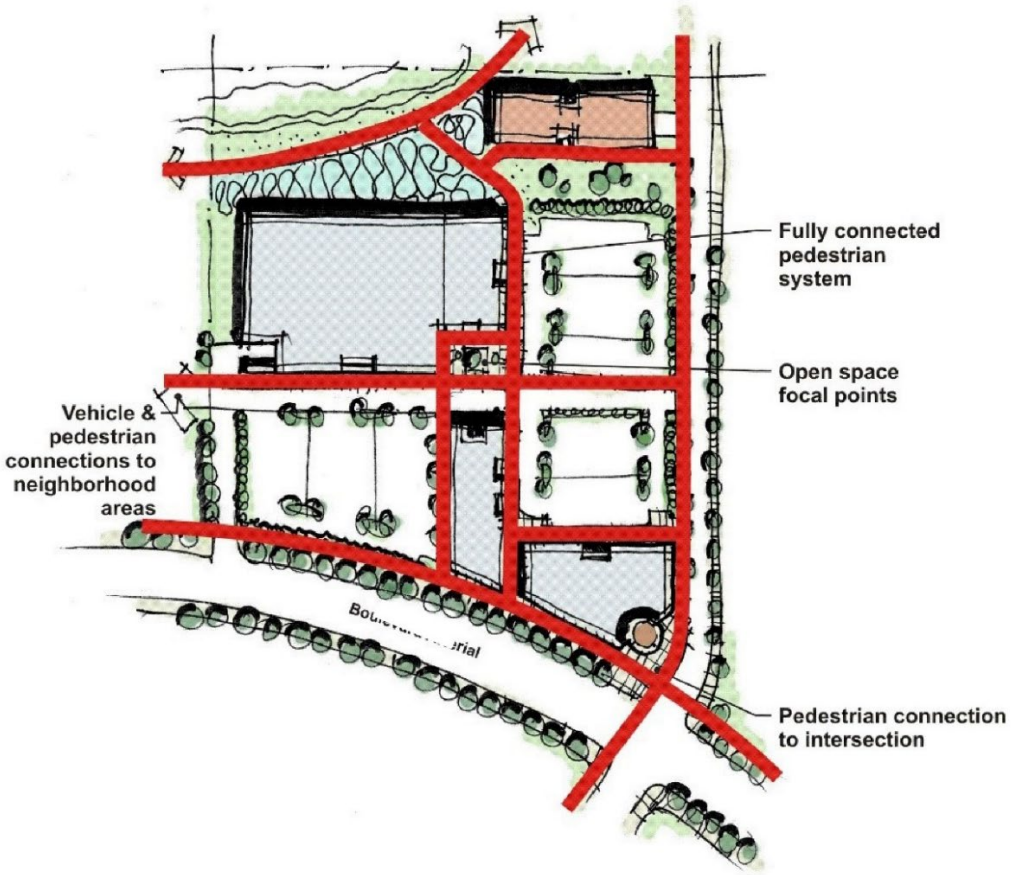
(e) New developments shall provide for the opportunity for future pedestrian connections to adjacent properties through the use of pathway stub-outs, building configuration, and parking area layout. Remodels of existing facilities are encouraged to provide these opportunities, where feasible.

(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.

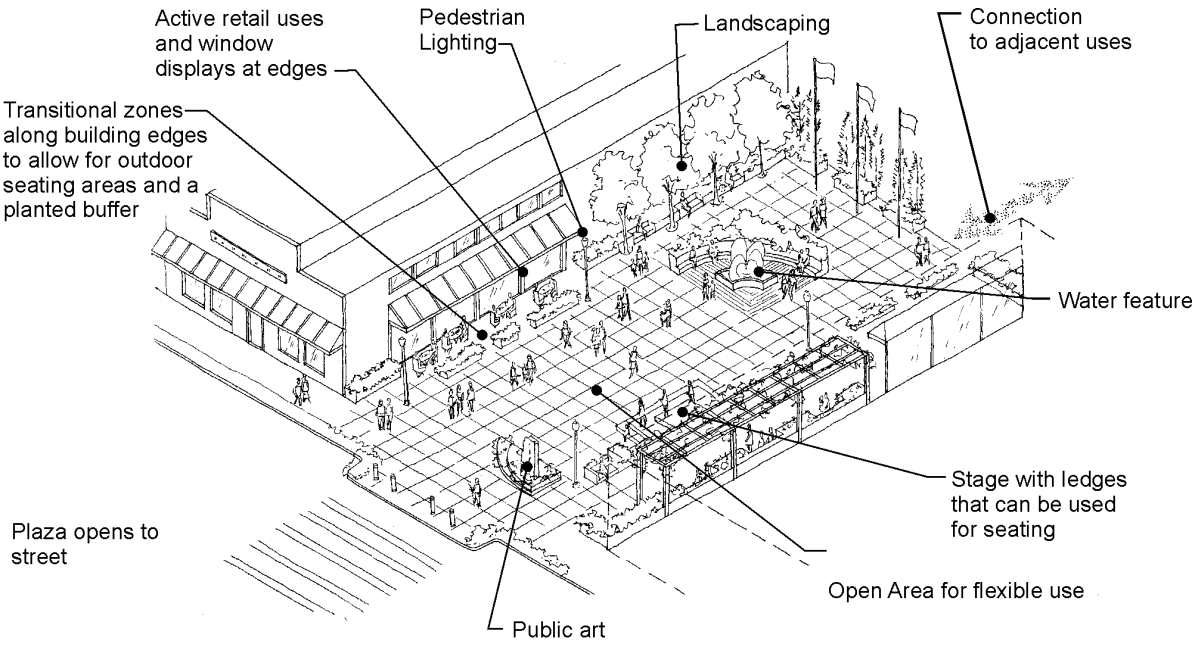
(D) Adjacent blank walls.

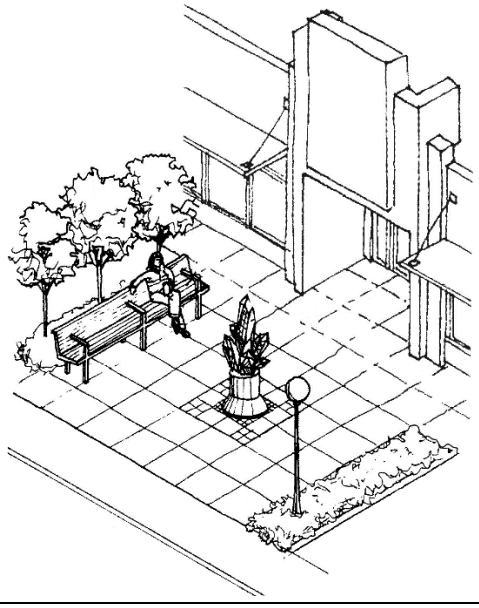
(E) Adjacent dumpsters or service areas.

(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

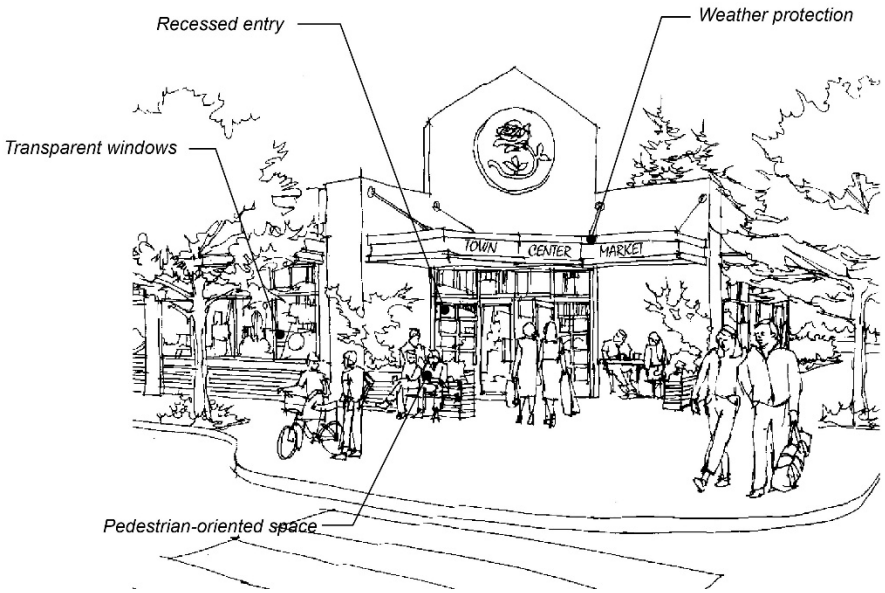
(1) To enhance the pedestrian environment

(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 interpreation 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.

EXHIBIT B

City of Arlington | Island Crossing Subarea

PLANNED ACTION FINAL ENVIRONMENTAL IMPACT STATEMENT

Volume 1

October 2025

City of Arlington

October 9, 2025

Subject: City of Arlington Island Crossing Subarea Plan and Planned Action Environmental Impact Statement

Dear Reader,

The City of Arlington has developed a Subarea Plan and completed a Planned Action Environmental Impact Statement (EIS) analyzing potential impacts from implementation of the plan. The Draft EIS was published on August 1, 2025, and the City provided a 30-day comment period and a hearing. The attached Final EIS builds on the Draft EIS, and Chapter 5 includes responses to comments on the Draft EIS. The Final EIS is available here: https://www.arlingtonwa.gov/867/Island-Crossing-Subarea-Plan.

As the City creates new subarea plans it is important to understand how the subarea fits into the City's and Snohomish County's long-term plans for growth, employment, and infrastructure investments and what environmental impacts may occur from such growth. A programmatic EIS provides a broad assessment of potential environmental impacts that may occur related to various planning policies and planning-level decisions. The Draft EIS analyzed three different alternatives for the subarea, and the City selected Alternative 3 as the Preferred Alternative:

- **Alternative 1**: No Action – Existing codes remain in place except for some updates related to recent state legislation, and infrastructure projects already planned in the Transportation Master Plan and utilities comprehensive plans are included. This alternative is required under the Washington State Environmental Policy Act (SEPA), and studies what would happen if no subarea plan were to be adopted.
- **Alternative 2**: Subarea Plan Partial Implementation – Implementation of development code changes proposed in draft Island Crossing Subarea Plan, but only some of the proposed infrastructure investments.
- **Alternative 3:** Subarea Plan Full Implementation, Preferred Alternative – Implementation of development code changes and infrastructure projects proposed in draft Island Crossing Subarea Plan.

This EIS analyzed potential impacts related to the following topics: Land Use and Urban Form, Transportation, Natural Environment, Water, and Utilities.

Please see the Fact Sheet for more information about getting involved in the planning process. Thank you for your interest in the Island Crossing Subarea Plan and FEIS.

Sincerely,

Amy Rusko, Community & Economic Development Director and SEPA Official

Fact Sheet

Project Title

Island Crossing Planned Action

Proposed Action and Alternatives

The City of Arlington is conducting a subarea planning process in Island Crossing to position the area for economic growth, address flooding hazards, and strengthen connections to Stillaguamish Valley agricultural heritage. The City is proposing to adopt a Subarea Plan and development regulations for the subarea.

The City is also considering adoption of a Planned Action Ordinance under RCW 43.21C.440 and associated SEPA Rules in WAC 197-11. Future proposals consistent with a Planned Action Ordinance, Subarea Plan, and development regulations would have a streamlined environmental review and permitting process.

The Planned Action EIS reviews current plans and regulations (No Action Alternative required under the State Environmental Policy Act or SEPA) and two action alternatives: Alternative 2, which would implement some of the subarea features, and Alternative 3, which would fully implement the Subarea Plan. The City selected Alternative 3 as the Preferred Alternative.

Proponent and Lead Agency

City of Arlington

Location

Island Crossing is located in northwest Arlington in a triangular area bounded by I-5 to the west and Smokey Point Blvd and 27th Ave NE to the east, with the northern boundary running about 800 feet north of SR 530. The subarea comprises the City of Arlington area northwest of the point 48°10'40"N 122°11'36"W.

Tentative Date of Implementation/Action

Fall 2025

Responsible SEPA Official

Amy Rusko, Community and Economic Development Director
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Contact Person

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Arlington, WA 98233
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Required Approvals

The following City of Arlington actions would be required to implement the Proposal:

- Adoption of Island Crossing Subarea Plan and associated amendments to the Comprehensive Plan
- Adoption of Zoning and Development Regulation Amendments
- Approval of the Final EIS as a document that is adequate for SEPA compliance, decision-making, and implementation of the upfront SEPA process
- Adoption of a Planned Action ordinance

Prior to City action, the State of Washington Department of Commerce will coordinate state agency review of the legislative proposal.

After City action, the likely permits to be acquired by individual development proposals include but are not limited to land use permits, construction permits, building permits, and right-of-way use permits. These include documentation on how the development proposal meets AMC 20.64 - Floodplain Development Regulations, along with Tribal, County, and State regulations.

Principal EIS Authors and Contributors

Under the direction of City of Arlington Community and Economic Development, the team prepared the EIS as follows:

- MAKERS: Land use and urban form: Relationship to land use plans, policies, and regulations; aesthetics/scenic resources

- Transpo Group: Transportation
- Herrera: Water, natural environment
- City of Arlington Community and Economic Development: Utilities

Draft EIS Date of Issuance

August 1, 2025

Public Comments on the Draft EIS

The City received 4 comments during the 30-day public comment period that was held from August 1, 2025 to September 2, 2025.

Prior Environmental Review

The City of Arlington developed an EIS in association with its Comprehensive Plan in 2024. See the Comprehensive Plan Appendix O: Final Environmental Impact Statement.

Subsequent Environmental Review

If the Planned Action Ordinance is adopted, project-specific review would follow procedures outlined in the Planned Action Ordinance.

Location of Background Data

You may review the project website for more information at the project website below. If you desire clarification or have questions, please see the contact person above.

Purchase/Availability of Final EIS

This Final EIS is posted on the website below. Print copies of the document are available for purchase at cost at City of Arlington, Community and Economic Development, 18204 59th Avenue NE Arlington, WA, 98233. Please arrange the copies with the contact person above.

Project website: https://www.arlingtonwa.gov/867/Island-Crossing-Subarea-Plan

Distribution List

The following agencies and organizations are receiving a notice that the Draft Environmental Impact Statement is available for review.

State Agencies

- Department of Agriculture
- Department of Archaeology and Historic Preservation
- Department of Commerce
- Department of Corrections
- Department of Ecology
- Department of Fish and Wildlife
- Department of Health
- Department of Natural Resources
- Department of Social and Health Services
- Department of Transportation
- Department of Transportation - Management of Mobility Division
- Energy Facility Site Evaluation Council (EFSEC)
- Farm Bureau
- Parks and Recreation Commission
- Puget Sound Partnership
- Puget Sound Regional Council
- WSDOT Aviation Division

Federal & Tribal Agencies

- Arlington Postmaster & Office
- Stillaguamish Tribe of Indians
- Tulalip Tribes

Regional & County Agencies

- Snohomish County – Agriculture
- Snohomish County – Public Works
- Snohomish County – Parks
- Snohomish County – Planning
- Snohomish County – Surface Water Management

Arlington, Adjacent Jurisdictions, Service Providers

- Arlington Police Department
- Arlington School District
- North County Regional Fire Authority
- Snohomish County PUD
- Snohomish Health District
- Waste Management

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1 Summary

1.1 Introduction

The Final Environmental Impact Statement (Final EIS) completes the environment review process for the City of Arlington's Island Crossing Subarea Plan, development and design standards, and Planned Action Ordinance. It incorporates the comments received on the Draft EIS and applies the necessary corrections or clarifications. The Final EIS presents the Preferred Alternative, which is Alternative 3 Subarea Plan Full Implementation.

1.2 Organization of the Final EIS

The Final EIS builds on the Draft Environmental Impact Statement (Draft EIS) by providing updates since the Draft EIS was issued. Because the Preferred Alternative is the same as the Draft EIS's Alternative 3 Subarea Plan Full Implementation, no new analyses have been conducted. The Final EIS adds Chapter 4 Corrections and Clarifications, Chapter 5 Comments and Reponses, and Appendix D Comment Letters. Appendix D Comment Letters provides a copy of the comments received during the Draft EIS comment period. In the Final EIS's Chapters 1 through 3, text deletions are shown with ~~strikethrough~~, and new texts are underlined.

1.3 Purpose

The City of Arlington Comprehensive Plan, *Arlington in Motion 2024 & Beyond*, was adopted in December 2024. The plan identifies Island Crossing as one of Arlington's fourteen designated subarea with the potential to become a unique economic and cultural hub. Subareas are intended to serve both residents of both nearby areas and the broader region.

In 2024, the City of Arlington began conducting a community planning process for Island Crossing to guide its transformation from a convenience stop into a celebrated, safe, and well-connected gateway to the Stillaguamish Valley. The Island Crossing Subarea Plan (Subarea Plan) is intended to: (1) satisfy the requirements of the state's Growth Management Act (GMA) for Arlington to plan for forecasted growth; (2) support the goals of Arlington's Comprehensive Plan; and (3) comply with Arlington Municipal Code (AMC) 20.44.032 – Subarea plans. Once adopted, the Subarea Plan will be integrated into the City's development code and guide future land use decisions.

As part of the planning process, and consistent with the State Environmental Policy Act (SEPA) rules, the City intends to adopt a Planned Action Ordinance, which would streamline environmental review of development proposals when consistent with the proposed Island Crossing Subarea Plan and Planned Action Ordinance.

The following alternatives are different approaches to achieve the proposal's objective and serve as the basis for environment analysis. The City selected Alternative 3 as the Preferred Alternative. The three alternatives under consideration in this EIS are described in Section 2.5.2 and summarized below:

- **Alternative 1: No Action.** Maintains current Highway Commercial zoning and Mixed Use and Flood District overlays. City commitments and capital improvement plans would continue as planned over the next 20 years.
- **Alternative 2: Subarea Plan Partial Implementation.** Implement the land use and urban design, transportation, and public services and utilities actions of the Arlington Island Crossing Subarea Plan, but not the regional flooding/compensatory storage facility actions.
- **Alternative 3: Subarea Plan Full Implementation, Preferred Alternative.** Include all other actions in Alternative 2, as well as investment in regional floodwater compensatory storage infrastructure to address vulnerability to Stillaguamish River flooding and increase development capacity in the Subarea.

1.4 Study Area

The Island Crossing area (or Subarea), comprised of about 87 acres in northwest Arlington, is set within the Snohomish County agricultural and natural lands with views to the east of the Cascade Mountain Range. The Subarea is accessible from I-5 by exit 208, and serves as a gateway to the Stillaguamish Valley and Old Town Arlington by SR 530. The area is primarily auto-oriented commercial, with uses such as retail, gas stations, and truck stops. Several factors constrain development feasibility in the Subarea, particularly the floodplains, critical areas, and the Olympic Pipeline.

Exhibit 1.4-1 Island Crossing Site Plan

Source: MAKERS, 2024.

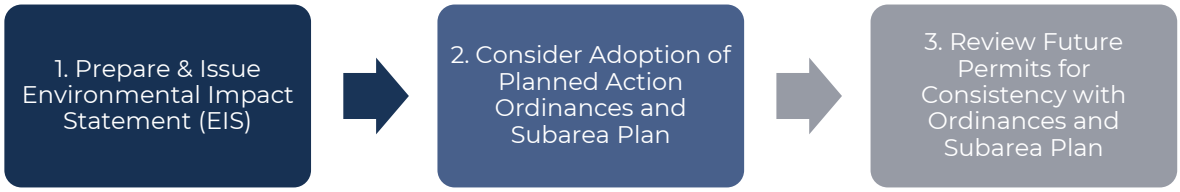
1.5 SEPA Process

1.5.1 Environmental Review

The City of Arlington is designating the Island Crossing Subarea as a Planned Action area under RCW 43.21C.440 and WAC 197-11-164. Instead of conducting project-by-project environmental reviews, this Environmental Impact Statement (EIS) provides a comprehensive, subarea-wide analysis to support adoption of a Planned Action Ordinance. The ordinance will establish mitigation requirements for both the City and future developers.

Development proposals that are consistent with the Planned Action Ordinance and Subarea Plan will not require a new SEPA threshold determination or additional environmental review of topics analyzed in the EIS. This process offers regulatory certainty, streamlines permitting, and advances the goals of SEPA and the GMA. Following completion of the EIS, the City will consider adoption of the Planned Action Ordinance and Subarea Plan. Future permits will be reviewed for consistency with these adopted plans.

Exhibit 1.5.1-1 Planned Action Process



1.5.2 Public Comment Opportunities

The City led community engagement activities and informal conversations from May 2024 through July 2025 to inform the Subarea Plan and the alternative concepts studied in the Draft EIS. These included several advisory and transportation technical group meetings and two community meetings. In June 2025, the city held a 21-day scoping comment period and community meeting. A public engagement summary is found in Section 2.4.

1.5.3 Elements not addressed

SEPA elements of the environment considered but not analyzed in this Draft EIS include the following:

- **Earth.** Consideration of landforms is integrated into the analysis of the Water element. As a floodplain environment, land and water constantly interact and intermingle in Island Crossing.
- **Air.** Air quality and Greenhouse gas emissions were not analyzed because the Subarea Plan alternatives are not expected to result in significant adverse impacts on Air.
- **Plants and Animals** are analyzed as part of the Natural Environment element.

- **Energy and Natural Resources.** The Subarea Plan does not anticipate significant changes to energy use outside of the range planned for by utility providers. **Electric power and natural gas** will be addressed in project-level SEPA review, and any properties with the Olympic Pipeline easement will coordinate with the Olympic Pipeline. Green energy facilities are encouraged in Island Crossing and their impact on the energy system would need to be determined at the project level.
- **Environmental Health** is considered in the Natural Environment element.
- **Shoreline Use.** There are no designated shorelines within the subarea. Flooding of the Stillaguamish River (a designated shoreline of the state) is addressed under Water.
- **Housing.** There are few housing units present in the subarea, which is designated for job growth under the Comprehensive Plan. New housing is not generally allowed in Island Crossing and under draft code implementing the Subarea Plan is proposed to be explicitly prohibited.
- **Light and glare.** Existing building and street standards prevent impacts from redevelopment.
- **Recreation.** No recreation amenities are present within the subarea at this time, therefore no impacts to recreation are expected. The Subarea Plan includes recommendations for recreation and open space improvements.
- **Historic and cultural preservation.** The area's rural aesthetic character is considered within the Land Use and Urban Form element, but historic and cultural preservation more broadly should be addressed with project-specific review.
- **Public services.** Drinking water, sewer, and stormwater facilities are addressed under the Utilities element. There are no expected significant adverse impacts on Public Services including Schools, Police, and Fire Emergency Services. Those public services continually plan for future growth in the subarea through their own planning efforts.

Scoping comments did not reveal any specific concerns other than those already planned for analysis. See Appendix A for the Scoping Notice & Comment Summary.

1.6 Objectives and Alternatives Summary

1.6.1 Objectives

SEPA requires a statement of objectives describing the purpose and need for the proposal. The following objectives apply to the alternatives evaluated in this EIS:

- Bring property and business owners, nearby residents, and other interested parties together to shape a shared vision for the future of Island Crossing compatible with the Arlington Comprehensive Plan.
- Evaluate environmental hazards, infrastructure needs, and growth potential, and align

future infrastructure investment plans with the shared vision.

- Develop recommendations for new land use and zoning standards, design standards, and adjustments to other city regulations for City Council consideration.

1.6.2 Alternatives Summary

Alternatives represent different ways of achieving a project's purpose and serve as the basis for environmental analysis. Each alternative is evaluated for its potential impacts on elements of the environment such as water, habitats, land use, or transportation. The alternatives are described in greater detail in Chapter 2 of this Draft EIS.

Under SEPA, an EIS must include an alternative that represents "no action" and one or more alternatives that include changes to land use or policies, called the "Action Alternatives." Action Alternatives allow the City to understand the impacts of a range of growth scenarios and test ideas, implications, benefits, impacts, and trade-offs of potential changes when compared to the No Action baseline.

This EIS analyzes three alternatives:

- Alternative 1: No Action assumes future development would occur within the Subarea based on the current Comprehensive Plan land use, zoning, and development standards.
- Alternative 2: Subarea Plan Partial Implementation would implement the land use and urban design, transportation, and public services and utilities actions of the Arlington Island Crossing Subarea Plan, but not the regional flooding/compensatory storage facility actions.

- Alternative 3: Subarea Plan Full Implementation, Preferred Alternative, includes all actions in Alternative 2, as well as investment in regional floodwater compensatory storage infrastructure to address vulnerability to Stillaguamish River flooding and increase development capacity in the subarea.

Analyzing different alternatives, and especially the differences among them, allows decision-makers and the public to compare the effects of different options and ultimately to select a Preferred Alternative. The alternatives are described in detail in Chapter 2, Description of Alternatives.

1.7 Key Issues & Options

Key issues facing Arlington decision makers include:

- Approval of a Subarea Plan Update including a vision, guiding principles, goals and strategies for land use, transportation, natural systems, public services and utilities, proposed infrastructure investments, and programmatic recommendations.
- Approval of a new set of development regulations.
- Level of growth to be included within the scope of a Planned Action.
- Type, location, cost, and financing of transportation, floodwater/stormwater, and park infrastructure.

1.8 Summary of Impacts & Mitigation Measures

This section highlights the alternative proposals' potential environmental impacts analyzed in this ~~Draft~~ EIS. See the complete discussion of the affected environment, impacts, and mitigation measures in Chapter 3.

1.8.1 Land Use & Urban Form

Exhibit 1.8.1-1 Summary of Potential Land Use and Urban Form Adverse Impacts and Mitigation Measures to Reduce Impacts

Alternative 1: No Action	
Impacts	▪ **Relationship to Existing Plans/Estimated Population & Employment**: Projected job growth in Alternative 1 is much lower than the adopted growth targets in the Arlington Comprehensive Plan. ▪ **Aesthetics/scenic resources**: Alternative 1 continues the gradual transition toward a more developed landscape with an increase in paved areas, gas stations, hotels, restaurants, and retail.
Measures to reduce or eliminate impacts	None
Alternative 2: Subarea Plan Partial Implementation	
Impacts	Similar to Alternative 1: ▪ **Relationship to Existing Plans/Estimated Population & Employment**: Projected job growth in Alternative 2 is lower than the adopted growth targets in the Arlington Comprehensive Plan. ▪ **Aesthetics/scenic resources**: Alternative 2 continues the gradual transition toward a more developed landscape with an increase in paved areas, hotels, restaurants, and retail.
Measures to reduce or eliminate impacts	Island Crossing-specific design standards would be applied to new development to improve its appearance and align with the rural character of the area. Elevation of SR 530 and careful placement of street trees will improve views of Cascade peaks and farmland and mitigate view blockage potentially caused by taller buildings.
Alternative 3: Subarea Plan Full Implementation, Preferred Alternative	
Impacts	▪ **Relationship to Existing Plans/Estimated Population & Employment**: Alternative 3 would nearly meet the Comprehensive Plan's job growth targets. ▪ **Aesthetics/scenic resources**: With more development under Alternative 3 there is likely to be a more significant shift away from a rural aesthetic landscape than other alternatives. More numerous, taller buildings may obscure views of Cascade peaks in places.
Measures to reduce or eliminate impacts	Similar to alternative 2: ▪ Island Crossing-specific design standards would be applied to new development to improve its appearance and align with the rural character of the area. ▪ Elevation of SR 530 and careful placement of street trees will improve views of Cascade peaks and farmland and mitigate view blockage potentially caused by taller buildings.

1.8.2 Transportation

Exhibit 1.8.2-1 Summary of Potential Transportation Adverse Impacts and Mitigation Measures to Reduce Impacts

Alternative 1: No Action	
Impacts	▪ **Intersections:** Increases in vehicle traffic would result in intersections serving the Subarea not meeting level of service (LOS) standards including the I-5/SR 530 Interchange.
Measures to reduce or eliminate impacts	Coordinate with WSDOT to on improvements to the I-5/SR 530 Interchange. Collect transportation impact fees. Implement complete streets policy.
Alternative 2: Subarea Plan Partial Implementation	
Impacts	▪ **Intersections:** Increases in vehicle traffic would result in intersections serving the Subarea not meeting level of service (LOS) standards including the I-5/SR 530 Interchange. ▪ **Multimodal Access and Connectivity:** Additional density results in increases in pedestrian, bike and vehicle activity and conflicts that could be potential safety issues.
Measures to reduce or eliminate impacts	Consider LOS policy changes. Coordinate with WSDOT to improvements at the I-5/SR 530 Interchange Require payment of a proportional cost share towards SR 530 roadway improvements. Implement new street design standards for SR 530 that consolidates access points, constructs midblock crossings and roundabouts, and provides a shared multimodal path. Adopt transportation strategies in the IC Subarea Plan to improve safety, comfort, connectivity, and multimodal travel. Collect transportation impact fees. Implement complete streets policy.
Alternative 3: Subarea Plan Full Implementation, Preferred Alternative	
Impacts	▪ **Intersections:** Increases in vehicle traffic would result in intersections serving the Subarea not meeting level of service (LOS) standards including SR 530/Smokey Point Blvd and I-5/SR 530 Interchange. ▪ **Multimodal Access and Connectivity:** Additional development results in increases in pedestrian, bike and vehicle activity and conflicts that could be potential safety issues.

Measures to reduce or eliminate impacts	Same as Alternative 2: Consider LOS policy changes. Coordinate with WSDOT on improvements at the I-5/SR 530 Interchange Require payment of a proportional cost share towards SR 530 roadway improvements including SR 530/ Smokey Point Blvd intersection. Implement new street design standards for SR 530 that consolidates access points, constructs midblock crossings and roundabouts, and provides a shared multimodal path. Adopt transportation strategies in the IC Subarea Plan to improve safety, comfort, connectivity, and multimodal travel. Collect transportation impact fees. Implement complete streets policy.

1.8.3 Water

Exhibit 1.8.3-1 Summary of Potential Water Adverse Impacts and Mitigation Measures to Reduce Impacts

Alternative 1: No Action	
Impacts	▪ **Floodplain:** Increased flood depths and frequency and increased overtopping of SR 530. Increased flood-related business damage and risk to public safety. Increase in pollutant generating surfaces and flooding will decrease water quality. ▪ **Surface Water:** Inefficient stormwater conveyance due to a degraded SR 530 culvert. Inadequate site drainage for new development. ▪ **Groundwater:** Groundwater rise may impact resources in the area and the performance of existing stormwater infrastructure. ▪ **Wetlands:** Existing wetlands may expand due to increased flood and groundwater.
Measures to reduce or eliminate impacts	On-site stormwater storage would be required for new development. Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts.
Alternative 2: Subarea Plan Partial Implementation	
Impacts	▪ **Floodplain:** Increased flood depths and frequency (less than Alternative 1). Reduced overtopping of SR 530. Increased flood-related business damage and risk to public safety (less than Alternative 1). ▪ **Surface Water:** Inadequate site drainage for new development. ▪ **Groundwater:** Groundwater rise may impact resources in the area and the performance of existing stormwater infrastructure. ▪ **Wetlands:** Existing wetlands may expand due to increased flood and groundwater.
Measures to reduce or eliminate impacts	On-site stormwater storage would be required for new development. Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts.
Alternative 3: Subarea Plan Full Implementation, Preferred Alternative	

Impacts	▪ **Floodplain:** Increased flood depths and frequency significantly reduced for northern parcels. SR 530 overtopping may be eliminated. Public safety risks minimized. ▪ **Surface Water:** None, regional floodwater facility would improve conveyance and will provide treatment for much of the subarea. ▪ **Groundwater:** Minor groundwater rise (less than Alternatives 1 and 2). ▪ **Wetlands:** The regional floodwater facility would improve wetland hydrologic functions.
Measures to reduce or eliminate impacts	Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts. Multi-functional regional floodwater facility would help reduce flooding impacts on SR 530 and nearby properties, while also improving water quality, minimizing infrastructure damage, enhancing habitat connectivity, and supporting ecological functions.

1.8.4 Natural Environment

Exhibit 1.8.4-1 Summary of Potential Natural Environment Adverse Impacts and Mitigation Measures to Reduce Impacts

Alternative 1: No Action	
Impacts	▪ **Habitat Loss:** Potential for low-quality undeveloped terrestrial vegetation to be converted to commercial area. Development pressure less than other alternatives and therefore less likely to impact existing wetlands, streams, and riparian habitat. ▪ **Indirect Habitat Impacts:** Increased risk of fish stranding after flood events. No change to poorly functioning habitat connectivity due to roads and traffic levels.
Measures to reduce or eliminate impacts	Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts.
Alternative 2: Subarea Plan Partial Implementation	
Impacts	▪ **Habitat Loss:** Potential for low-quality undeveloped terrestrial vegetation to be converted to commercial area. Wetland and riparian areas may be more vulnerable to encroachment (compared to Alternative 1). Off-site mitigation may lead to habitat loss and reduced ecological functions within the subarea. ▪ **Indirect Habitat Impacts:** Less risk of fish stranding after flood events (compared to Alternative 1). Increased traffic and potential new roads increases wildlife movement barriers and risk of wildlife-vehicle collisions.
Measures to reduce or eliminate impacts	Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts. Routing high flows to riparian corridors and areas like connected ditches helps prevent fish from becoming stranded after flood events.
Alternative 3: Subarea Plan Full Implementation, Preferred Alternative	

Impacts	▪ **Habitat Loss:** Potential for low-quality undeveloped terrestrial vegetation to be converted to commercial area. Regional floodwater facility maintains or improves existing habitat functions within the subarea. ▪ **Indirect Habitat Impacts:** Less risk of fish stranding after flood events. Increased traffic and potential new roads increases wildlife movement barriers and risk of wildlife-vehicle collisions.
Measures to reduce or eliminate impacts	Permits and compensatory mitigation would be required for any stream, wetland, or buffer impacts. Routing high flows to riparian corridors and areas like connected ditches helps prevent fish from becoming stranded after flood events. Regional floodwater facility provides opportunity for compensatory mitigation to occur within the subarea. Regional floodwater facility could provide new opportunities to improve wildlife connectivity.

1.8.5 Utilities

Exhibit 1.8.5-1 Summary of Potential Utilities Adverse Impacts and Mitigation Measures to Reduce Impacts

Alternative 1: No Action	
Impacts	▪ Small increase in water and sewer demand and stormwater runoff.
Measures to reduce or eliminate impacts	Utilities improvements described in utility-specific comprehensive plan (i.e., Water System Comprehensive Plan, etc.) will address general growth. Code requires project specific upgrades with new development when necessary to maintain service standards.
Alternative 2: Subarea Plan Partial Implementation	
Impacts	▪ Similar to Alternative 1, with small increases in water and sewer demand and stormwater runoff.
Measures to reduce or eliminate impacts	Utilities improvements described in utility-specific comprehensive plan (i.e., Water System Comprehensive Plan, etc.) will address general growth. Code requires project specific upgrades with new development when necessary to maintain service standards.
Alternative 3: Subarea Plan Full Implementation, Preferred Alternative	
Impacts	▪ Greatest increase in water and sewer demand.
Measures to reduce or eliminate impacts	Utilities improvements described in utility-specific comprehensive plan (i.e., Water System Comprehensive Plan, etc.) will address general growth. Code requires project specific upgrades with new development when necessary to maintain service standards.

1.9 Significant Adverse Impacts

Based on the full analysis presented in Chapter 3 of the Draft EIS, implementation of the alternatives would result in the following significant unavoidable adverse impacts for the following elements of the environment:

- **Land Use and urban form:** Alternatives 1 and 2 would likely not meet the 2044 job growth targets adopted in the Arlington Comprehensive Plan. Alternatives 1 and 2 are projected to produce just 292 and 375 jobs, compared to the Comprehensive Plan target of 935. **Not meeting the adopted target could be considered a significant adverse impact unless** the City is able to accommodate job growth elsewhere.
- **Transportation:** With implementation of the planned improvements in the study area and proposed mitigation measures, there would be no significant and unavoidable impacts related solely to the proposed alternatives.
- **Water:** In Alternative 1, ongoing unregulated flooding and fragmented stormwater management lead to increasing flood impacts, unsafe conditions for drivers and low-lying development and declining water quality all of which **would be significant adverse impacts**.
- **Natural Environment:** Alternatives 1 and 2 could lead to habitat loss and degradation, **which would be considered a significant adverse impact**. Uncontrolled flooding under Alternative 1 increases risk of fish stranding which **would be a significant adverse impact**. Under Alternatives 1 and 2, development near riparian areas or habitat patches may further fragment habitat, limit wildlife movement, and increase the risk of wildlife-vehicle collisions which **would be a significant adverse impact**.
- **Utilities:** None.

2 Proposal & Alternatives

2.1 Introduction

2.1.1 Proposal Overview

This document is a ~~draft~~ non-project environmental impact statement (EIS) that provides both qualitative and quantitative analysis of environmental impacts associated with the Island Crossing Subarea Plan proposal and its alternatives. The purpose of this EIS is to inform and assist the public and City of Arlington decision-makers in evaluating options for future growth, multimodal transportation improvements, and policy/code appropriate within the Subarea. Following the issuance of the Draft EIS on August 1, 2025, and review of comments received, the City selected Alternative 3 Subarea Plan Full Implementation as the Preferred Alternative.

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.

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.

2.1.2 Study Area

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.

2.2 SEPA Process

2.2.1 Environmental Review Process

Under RCW 43.21C.440 and WAC 197-11-164, the City of Arlington is designating the Island Crossing Subarea as a Planned Action area. This EIS provides a cumulative, subarea-wide

environmental analysis to support adoption of a Planned Action Ordinance, which will define City and developer mitigation responsibilities. Future development that is consistent with the Planned Action Ordinance and Island Crossing Subarea Plan would not have to repeat the environmental review completed in this EIS. This provides regulatory certainty and predictability for developers and the community, supports streamlined environmental review for permitting, and aligns with the goals of SEPA and the Growth Management Act (RCW Chapter 36.70A).

The EIS process includes the following steps: (1) scoping the EIS content with input from agencies, tribes, and the public; (2) preparing a draft EIS and allowing for public comments; (3) responding to comments and establishing a preferred alternative; (4) issuing the Final EIS; and (4) adopting supporting legislation aligned with the EIS.

A Final EIS will be issued in October 2025 and will include responses to public comments received during the Draft EIS comment period. Following the EIS process, the City will consider adoption of the Subarea Plan.

2.2.2 Scope of Environmental Review

The City of Arlington held a joint community workshop and SEPA EIS scoping meeting July 9, 2025 (see Public Engagement). Following scoping, the City identified the following elements and associated environmental topics to be analyzed in the EIS:

- Land Use and Urban Form: Relationship to existing land use plans and aesthetics/scenic resources
- Transportation: Non-motorized facilities; traffic volumes, operations, and safety
- Water: Floodplain, surface water, groundwater, wetlands
- Natural Environment: Stream, riparian, wetland, and terrestrial habitats; priority species and habitats
- Utilities: Water, sewer, stormwater, electrical power, and natural gas

These elements are presented in Chapter 3 of the EIS, respectively, including an analysis of the affected environment, potential impacts, and mitigation measures.

2.3 Planning Context

2.3.1 Arlington Comprehensive Plan

The City's Comprehensive Plan was adopted in December 2024. The Comprehensive Plan identifies Island Crossing as one of fourteen subareas that "distinguish specific geographical areas and existing neighborhoods within the community." The plan emphasizes the importance of Subarea Planning in partnership with community members. The Island

Crossing Subarea Plan furthers several plan goals related to economic development and strategic targeting of growth to areas with appropriate infrastructure.

SELECTED LAND USE GOALS

- Goal LU-1 Provide unique places and context for the growth of social capital and community resiliency.
- Goal LU-3 Address cross-jurisdictional growth, social, and cultural issues by working with affected jurisdictions.
- Goal LU-6 Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice.

SELECTED ECONOMIC DEVELOPMENT GOALS

- Goal ED-1 Support a range of employment options at different income levels and a variety of amenities are available throughout the city.
- Goal ED-2 Promote a strong, diversified, and sustainable local and regional economy.
- Goal ED-3 Actively cooperate with other agencies and local businesses to support economic development.
- Goal ED-6 Guide economic development practices within the city that protect and support the natural environment.
- Goal ED-7 Encourage the development of unique economic hubs at various scales throughout the city to adequately serve residents and the region.
- Goal ED-8 Support economic development activities that enhance the quality of life for Arlington residents

The City of Arlington and Snohomish County are planning for residential growth and expect no housing growth in Island Crossing. See section 2.5.2 for employment growth projections.

2.3.2 Arlington Municipal Code 20.44.032

Arlington Municipal Code (AMC) 20.44.032 – Subarea plans lays out the parameters for subarea planning for the fourteen designated subareas in Arlington. City-initiated subarea plans, such as the Island Crossing Subarea Plan, are subject to a public hearing before the hearing examiner (following the procedures of AMC 20.24), who reviews and may choose to recommend the plan to City Council for the final ordinance. Approved subarea plans are recorded with the Snohomish County auditor office and future land use permit applications must comply with the development regulations established with the plan.

2.4 Public Engagement

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 2.4-1 Engagement Summary

Event	Date	Audience	What we learned
Kick-off tour and meeting	Mar. 2024	Elected officials	▪ 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	▪ 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	▪ 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	▪ 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	▪ 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: o Some interest in compensatory storage north of the subarea (and in southern tip) o Several interested in individual mitigation o 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	▪ 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 alternative. ▪ Concerns with landscape maintenance.

Event	Date	Audience	What we learned
Scoping Community Meeting	July 2025	Arlington community	▪ Relationship to Existing Land Use Plans, Transportation, and Utilities (sewer, water, stormwater, and street lighting), were considered the most important topic. ▪ Request for additional study of proposed floodable park/compensatory storage site. Consider other alternatives (Pape's compensatory mitigation site). ▪ Consider economic viability of truck stops, ▪ Request for additional hydraulic analysis to promote balanced development while protecting floodplain habitat ▪ Continue coordination with the Tribe for the Smokey Point roundabout and future development. ▪ Strong interest in recreational facilities such as trails with views, and an event/community center

2.5 Objectives and Alternatives

2.5.1 Proposal Objectives

SEPA requires the statement of objectives describing the purpose and need for the proposals. The following objectives apply to the alternatives considered in this EIS:

1. Bring property and business owners, nearby residents, and other interested parties together to shape a shared vision for the future of Island Crossing compatible with the Arlington Comprehensive Plan.
2. Evaluate environmental hazards, infrastructure needs, and growth potential and align future infrastructure investment plans with the shared vision.
3. Develop recommendations for new land use and zoning standards, design standards, and adjustments to other city regulations for City Council consideration.

2.5.2 Description of Alternatives

Alternative 1: No Action

Alternative 1: No Action assumes no change to current regulations and that City commitments, policies, and capital improvement plans would continue as planned over the next 20 years. The Highway Commercial zoning and Mixed Use and Flood District overlays would remain in place, allowing a broad range of commercial uses and no residential development.

Under No Action Island Crossing is expected to add about 97 new jobs and no new residences.

Exhibit 2.5.2-1 Alternative 1: No Action – Jobs Capacity

Existing (2025)	Net New Jobs	Total Jobs
215	183	292

Existing jobs source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development.

TRANSPORTATION

The No Action alternative would implement projects currently in the Transportation Improvement Plan (TIP):

- Multimodal improvements along Smokey Point Blvd between 200th St and SR 530 (add sidewalks and bicycle accommodations and widen to three lanes)
- A roundabout at SR 530/Smokey Point Blvd (currently being designed by City)
- Improvements at the I-5/SR 530 interchange, including potential roundabouts on each side of I-5

WATER

No major actions.

NATURAL ENVIRONMENT

No major actions.

UTILITIES

The No Action alternative would implement two water service improvements identified in the Comprehensive Plan for Island Crossing:

- 12" Water Main 204th Street NE
- Local improvement district (LID) to coordinate developer-funded installation of a 12-inch ductile iron water main along the western boundary of the subarea.

The No Action alternative includes planned construction of Lift Station 11 and Lift Station 14 submersible pump stations to provide adequate sewer capacity to accommodate growth.

Alternative 2: Subarea Plan Partial Implementation

Alternative 2: Subarea Plan Partial Implementation would implement the land use and urban design, transportation, and public services and utilities actions of the Arlington Island Crossing Subarea Plan, but not the regional flooding/compensatory storage facility actions.

The combination of more generous height limits near I-4 and investments in SR-530 reconstruction is expected to modestly increase development relative to Alterative 1. Under Alternative 2 Island Crossing is expected to add about 97 new jobs and no new residences.

Exhibit 2.5.2-2 Alternative 2 – Jobs Capacity

Existing (2025)	Net New Jobs	Total Jobs
215	160	375

Existing jobs source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development.

LAND USE AND URBAN FORM

DEVELOPMENT REGULATIONS

Alternative 2 would implement new zoning and design standards for Island Crossing to encourage the growth of retail businesses and agritourism in clusters at key locations. The standards seek to promote a development pattern with buildings that are closer together and easier to access from adjacent sites. Design standards would encourage visual connections to the surrounding agricultural landscape and attempt to mitigate accessibility impacts from roadways and building pads that have been elevated as a flood mitigation measure.

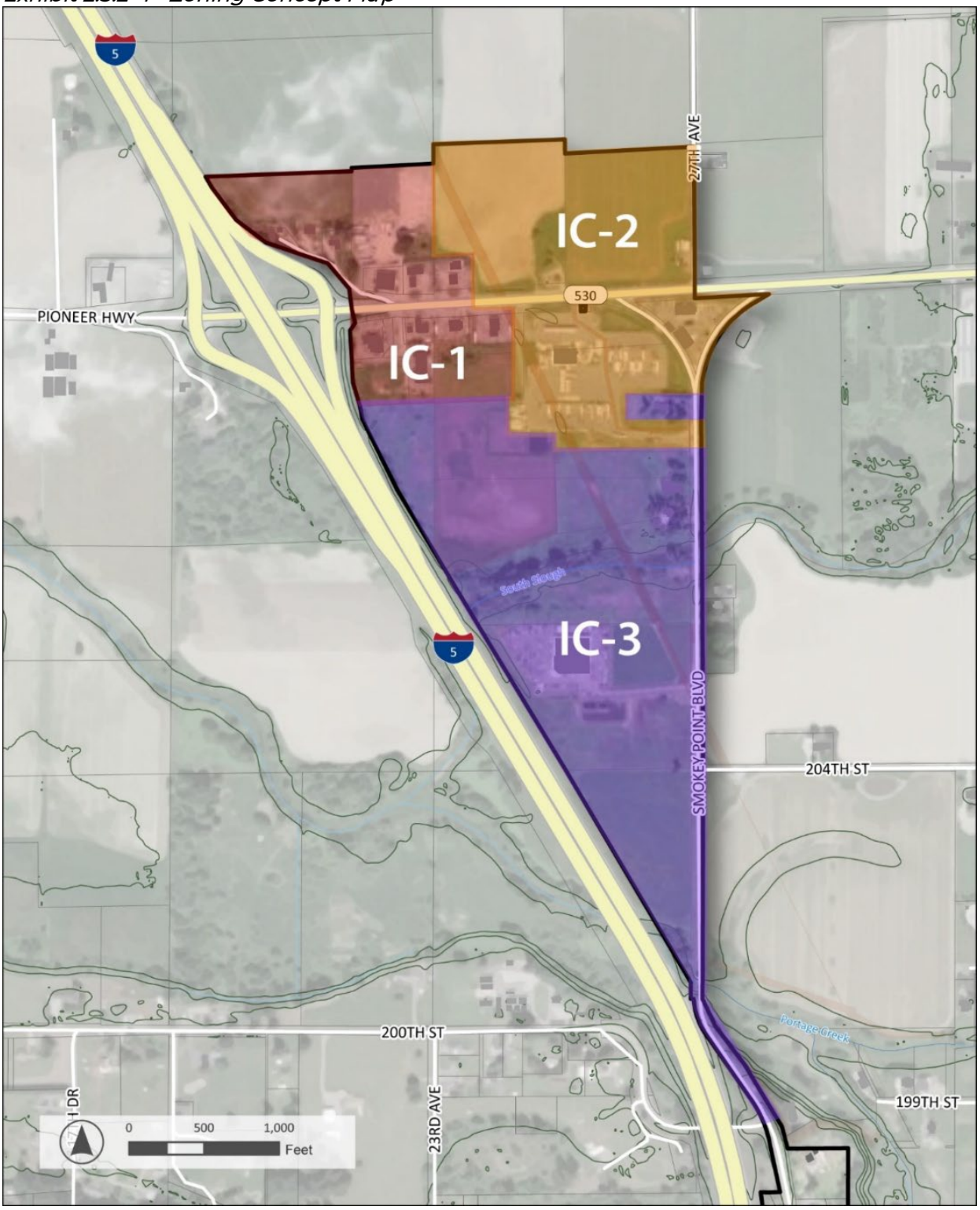
Exhibit 2.5.2-3 Alternative 2 Zoning Concepts

	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 medium-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	Permitted 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 to parking standards: see AMC 20.72 Parking		
Design Standards	Comply with Island Crossing Subarea Development Standards (to be adopted with Subarea Plan)	Comply with Island Crossing Subarea Development Standards (to be adopted with Subarea Plan)	Comply with Citywide Development Standards
Intent	Accommodate highway-oriented commercial activities along I-5 to cater to commuters, tourists, and commerce.	Promote low- to medium-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.
Height	50 feet Hotels only – 100 feet	50 feet	50 feet

Source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development.

Exhibit 2.5.2-4 Zoning Concept Map



Source: MAKERS, 2024

URBAN/RURAL GATEWAY

Alternative 2 would implement Island Crossing Subarea Plan actions to encourage an aesthetic experience for people travelling through Island Crossing that is inviting and links the area with surrounding river valley and mountain landscapes. These actions include an improved SR 530 streetscape with public art, wayfinding, and signage, and updated development regulations and design standards to better integrate buildings and streets with the surrounding environment.

TRANSPORTATION

SR 530 RECONSTRUCTION

The City will coordinate with WSDOT to design and construct SR 530 and related road improvements to support all road users, including non-motorized users as well as trucks, farm equipment, and buses, and provide landscaping and gateway features. This project would also include a single-lane roundabout midway between I-5 and Smokey Point Blvd.

WATER

Alternative 2 would include two important water-related actions related to SR 530 reconstruction:

- Elevating the roadway to accommodate future climate change-influenced flood events by setting the base flood elevation higher than current FEMA recommendations.
- Expanding the culvert under SR 530 to eliminate SR 530 overtopping and better utilize flood storage areas south of SR 530.

NATURAL ENVIRONMENT

No major actions.

UTILITIES

Same as Alternative 1.

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

Alternative 3: Subarea Plan Full Implementation, the Preferred Alternative, would include all other actions in Alternative 2, as well as investment in floodwater compensatory storage infrastructure to address vulnerability to Stillaguamish River flooding and increase development capacity in the subarea. The creation of the regional compensatory flood facility is expected to significantly increase development feasibility, resulting in the creation of more jobs than Alternative 2.

Exhibit 2.5.2-5 Alternative 3 – Jobs Capacity

Existing (2025)	Net New Jobs	Total Jobs
215	610	825

Existing jobs source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development.

LAND USE AND URBAN FORM

DEVELOPMENT REGULATIONS

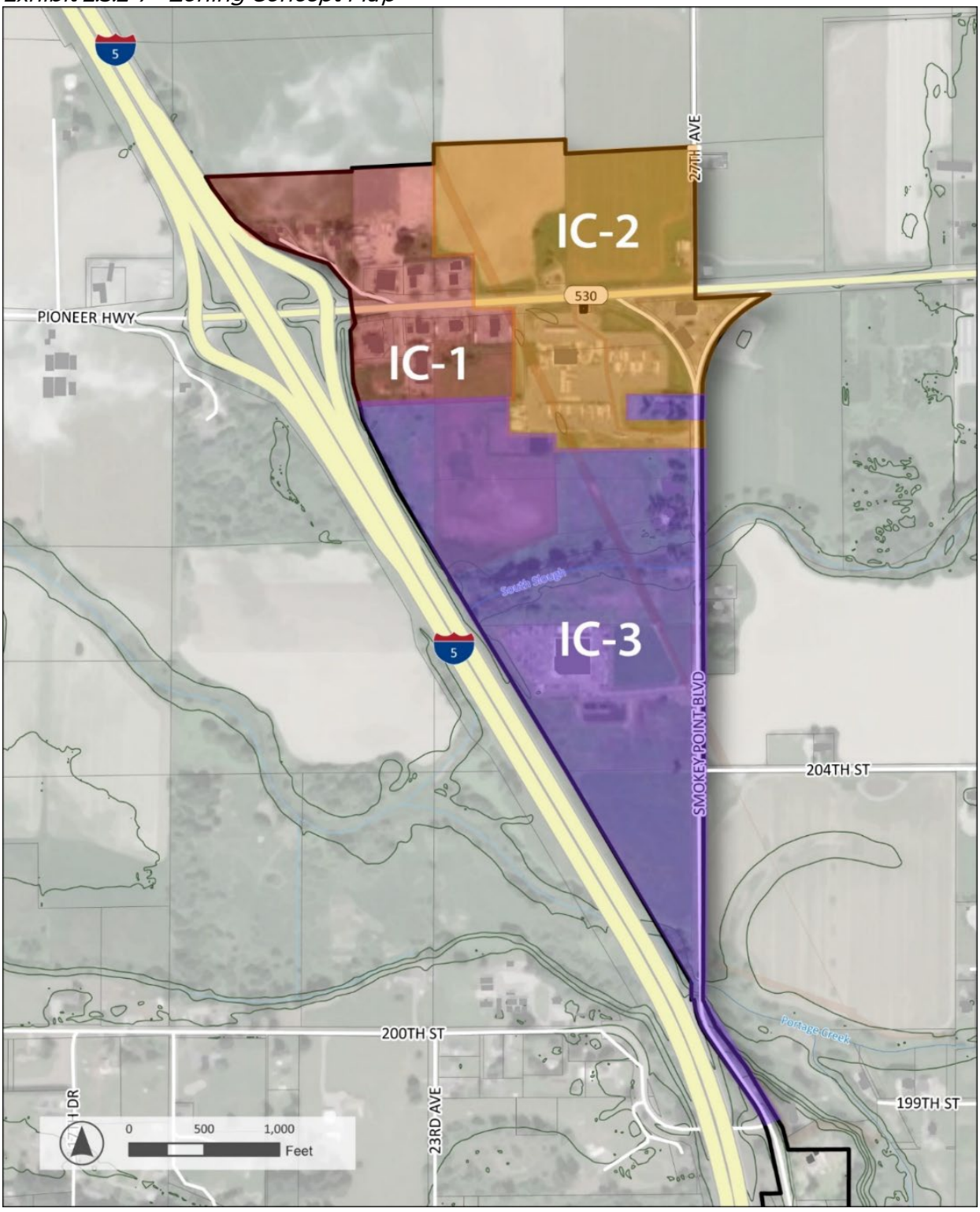
Alternative 3~~2~~ would implement new zoning and design standards for Island Crossing to encourage the growth of retail businesses and agritourism in clusters at key locations. The standards seek to promote a development pattern with buildings that are closer together and easier to access from adjacent sites. Design standards would encourage visual connections to the surrounding agricultural landscape and attempt to mitigate accessibility impacts from roadways and building pads that have been elevated as a flood mitigation measure.

Exhibit 2.5.2-6. Alternative 3 Zoning Concepts

	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 medium-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	Permitted 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 prohibited.	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 to parking standards: see AMC 20.72 Parking		
Design Standards	Comply with Island Crossing Subarea Development Standards (to be adopted with Subarea Plan)	Comply with Island Crossing Subarea Development Standards (to be adopted with Subarea Plan)	Comply with Citywide Development Standards
Intent	Accommodate highway-oriented commercial activities along I-5 to cater to commuters, tourists, and commerce.	Promote low- to medium-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.
Height	50 feet Hotels only – 100 feet	50 feet	50 feet

Source: 2019 Snohomish County Buildable Lands Report with modifications to account for recent development.

Exhibit 2.5.2-7 Zoning Concept Map



Source: MAKERS, 2024

URBAN/RURAL GATEWAY

Alternative ~~2~~ 3 would implement Island Crossing Subarea Plan actions to encourage an aesthetic experience for people travelling through Island Crossing that is inviting and links the area with surrounding river valley and mountain landscapes. These actions include an improved SR 530 streetscape with public art, wayfinding, and signage, and updated development regulations and design standards to better integrate buildings and streets with the surrounding environment.

TRANSPORTATION

SR 530 RECONSTRUCTION

Like Alternative 2, the City will coordinate with WSDOT to design and construct SR 530 and related road improvements to support all road users, including non-motorized users as well as trucks, farm equipment, and buses, and provide landscaping and gateway features. This project would also include a single-lane roundabout midway between I-5 and Smokey Point Blvd.

WATER

Collaborate with property owners to design, fund, and build a regional compensatory flood facility north of SR 530. This facility will compensate for impacts from new development that would otherwise increase flood exposure for nearby properties. The facility would be co-located with a regional park and sports fields.

NATURAL ENVIRONMENT

No major actions.

UTILITIES

In addition to the Alternate 1 No Action projects, Alternative 3 includes development of an Island Crossing Stormwater Plan to address stormwater management in the area.

Exhibit 2.5.2-8 Alternative 3 Conceptual Site plan

Source: MAKERS
Note: This is a conceptual rendering – actual location, size, and type of buildings will differ.

3 Environment, Impacts & Mitigation

This chapter describes the affected environment, potential impacts, and mitigation measures for the following topics:

- Section 3.1 Land Use & Urban Form
- Section 3.2 Transportation
- Section 3.3 Water
- Section 3.4 Natural Environment
- Section 3.5 Utilities

After reviewing the affected environment, this analysis compares alternatives and offers mitigation measures for identified impacts. It also summarizes whether any significant adverse impacts are unavoidable.

3.1 Land Use & Urban Form

3.1.1 Affected Environment

Relationship to Existing Plans

This section provides a summary of State, Region, County, and City plans and policies relevant to the Island Crossing Planned Action.

COMPREHENSIVE PLAN

In 2024 the City of Arlington adopted a new Comprehensive Plan. There were no changes to land use designations or zoning in Island Crossing relative to the previous version of the plan. Zoning and land use designations are summarized in the Zoning and Future Land Use Designation section below.

SELECTED LAND USE GOALS AND POLICIES

- **Goal LU-1 Provide unique places and context for the growth of social capital and community resiliency.**
  - LU-1.1 Ensure both publicly- and privately-owned civic spaces are included throughout the City to provide adequate gathering spaces.
  - LU-1.2 Establish development standards and regulations based on the availability and serviceability of developable lands to maintain a balanced mix and arrangement of land uses in the City.
  - LU-1.4 Encourage development patterns that provide safe and welcoming environments for walking and bicycling.
- **Goal LU-2 Ensure equitable access to City resources and programs through proactive and transparent outreach efforts, completed on multiple platforms, and where appropriate, in multiple languages.**

  - LU-2.1 Regularly review existing development regulations to remove requirements that unnecessarily hinder the development process.
  - LU-2.3 Employ outreach efforts to gain input from residents and business owners on public improvements and land use actions that have the potential to affect the identity of existing neighborhoods.
  - LU-2.4 Review city projects to mitigate displacement risk and minimize impacts to private property owners, including consideration of projects that may necessitate property condemnation, right-of-way acquisition, and/or eminent domain.
- **Goal LU-3 Address cross-jurisdictional growth, social, and cultural issues by working with affected jurisdictions.**
  - LU-3.5 Recognize and work with contiguous systems that cross jurisdictional boundaries, including natural systems, land use patterns, and transportation and infrastructure systems, in community planning, development, and design.
- **Goal LU-4 Encourage local businesses through the continued application of mixed-use residential corridors and multiple locations for neighborhood serving businesses.**
  - LU-4.2 Promote the development of new retail, service, and civic mixed-uses and promote the enhancement of existing spaces to create urban centers.
  - LU-4.3 Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher density, mixed-use areas to enhance and complement the development of neighborhood centers.
  - LU-4.5 Tailor concurrency programs for urban centers and other subareas to encourage development that can be supported by transit.
  - LU-4.6 Encourage developments that place employment areas and living areas in close proximity in order to maximize transportation choices, minimize vehicle miles traveled, optimize the use of existing and planned transportation systems and capital facilities, and improve the jobs-housing balance.
  - LU-4.7 Encourage coordination among the City, transportation providers, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health, and reduce the impacts of climate change on the natural and built environments.
- **Goal LU-6 Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice.**
  - LU-6.2 Ensure land development patterns minimize or prevent impacts on natural open spaces and resource lands.
  - LU-6.3 Development patterns shall be responsive to critical areas and other environmental factors, while minimizing the fragmentation of the built environment.
  - LU-6.5 Establish best management practices that protect the long-term integrity of the natural environment and adjacent land uses.

  - LU-6.6 Encourage the protection of the quality and quantity of groundwater used for public water supplies.

- **Goal LU-7 Promote energy conservation by developing incentives and/or requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials.**
  - LU-7.3 Use innovative development standards, design guidelines, regulatory incentives, and applicable low-impact development measures to provide compact, high-quality communities

SELECTED ECONOMIC DEVELOPMENT GOALS AND POLICIES

- **Goal ED-1 Support a range of employment options at different income levels and a variety of amenities are available throughout the city.**
  - ED-1.1 Encourage a diversified and vibrant economy in order to facilitate high and stable rates of employment within the city, available at a range of income levels.
  - ED-1.2 Establish and support economic development activities that help to attract, retain, expand, and diversify businesses throughout the city, particularly those that provide living-wage jobs.
  - ED-1.3 Promote diverse and sustainable employment sectors to support and encourage residents to live and work in Arlington.
  - ED-1.4 Foster an equitable business and regulatory environment that supports the establishment and growth of startups, small businesses, locally owned, and women- and minority-owned businesses.
- **Goal ED-2 Promote a strong, diversified, and sustainable local and regional economy.**
  - ED-2.1 Plan for adequate land capacity to support commercial and industrial uses and to provide sufficient employment meeting the 20-year employment targets for Arlington.
  - ED-2.2 Plan for adequate retail sales base (i.e., commercial land base) to provide financial support for the services the City provides.
  - ED-2.5 Leverage Arlington's visibility from Interstate-5 and encourage the development and enhancement of the city's gateways to attract additional consumer base.
  - ED-2.9 Identify sectors of the economy within Arlington where opportunities might exist to create additional jobs and identify potential strategies for attracting employment in those fields.
- **Goal ED-3 Actively cooperate with other agencies and local businesses to support economic development.**
  - ED-3.4 Participate or otherwise assist in business sponsored activities to increase local awareness of goods and services available in Arlington.
  - ED-3.7 Coordinate with Snohomish County on potential tourism grants to support citywide and regional tourism efforts.

- **Goal ED-6 Guide economic development practices within the city that protect and support the natural environment.**
  - ED-6.2 Encourage economic development activities that take into consideration the capacities of the area's natural resources, public services, and facilities.
- **Goal ED-7 Encourage the development of unique economic hubs at various scales throughout the city to adequately serve residents and the region.**
  - ED-7.1 Promote the viability of Old-Town Business District, Smokey Point Boulevard, the Cascade Industrial Center, and Island Crossing as regional economic draws, while maintaining and improving upon smaller neighborhood hubs to serve local residents.
  - ED-7.7 Develop economic development strategies to differentiate and enhance the different subareas of the city.
- **Goal ED-8 Support economic development activities that enhance the quality of life for Arlington residents**
  - ED-8.2 Encourage businesses that process and sell locally produced resources, particularly healthy food products.
  - ED-8.3 Develop a variety of strategies aimed at enhancing the diversity of Arlington's tourism base, with particular focus on agritourism, farm-to-table, and local crafts industry products.

ZONING AND FUTURE LAND USE DESIGNATION

The Island Crossing subarea is zoned Highway Commercial, allowing a broad range of commercial activities. Island Crossing also has a Mixed Use Overlay, which in other parts of the city 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 the mixed-use overlay prohibits residential development.

Exhibit 3.1.1-1 HC Density and Dimension Standards

Zone			Highway Commercial
Minimum Lot Size (square feet)			0
Minimum Residential Density			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 (Hotels 100)
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, restricts uses that would increase bird populations.

PUGET SOUND REGIONAL COUNCIL VISION 2050 (2020)

In 2020, the Puget Sound Regional Council (PSRC) adopted VISION 2050, a regional plan for coordinated transportation and land use planning.

Metropolitan Planning Policies (MPPs) are required under the Growth Management Act to guide the planning of King, Pierce, and Snohomish Counties. A series of goals and policies identify the need for healthy, equitable and vibrant communities with compact housing and walkable neighborhoods, active and connected transportation, healthy environments, rural and natural area conservation, and access to parks and open space. Selected goals and policies are listed below.

Regional Growth Strategy Goal: The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.

MPP-RGS-4 Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.

MPP-RGS-6 Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

Development Patterns Goal: The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.

MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

MPP-DP-6 Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

Economy Goal: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining

environmental quality, and creating great central places, diverse communities, and high quality of life.

SNOHOMISH COUNTY COUNTYWIDE PLANNING POLICIES

Development Patterns Goal: The cities, towns, and Snohomish County will provide livable communities for all residents by directing growth into designated urban areas to create urban places that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands.

URBAN GROWTH AREAS AND LAND USE

DP-5 The County and cities shall adopt comprehensive plans and development regulations (RCW 36.70A.040). In Urban Growth Areas (UGAs), such plans and regulations shall:

a. Achieve urban uses and densities;
b. Provide for urban governmental services and capital facilities sufficient to accommodate the broad range of needs and uses that will accompany the projected urban growth; and
c. Permit the urban growth that is projected to occur in the succeeding twenty-year period (RCW 36.70A.110(2)).

DP-15 The County and cities should adopt policies, development regulations, and design guidelines that allow for infill and redevelopment of underutilized lands and other appropriate areas.

DP-16 Jurisdictions should encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high quality communities

COMMUNITY DESIGN

DP-33 Jurisdictions should minimize the adverse impacts on resource lands and critical areas from new developments through the use of environmentally sensitive development and land use practices

DP-36 Jurisdictions should develop high quality, compact urban communities that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use

DP-41 The County and cities should adopt policies that create opportunities for: a. Supporting urban food production practices, distribution, and marketing such as community gardens and farmers markets; and b. Increasing the local agricultural economy's capacity to produce, market, and distribute fresh and minimally processed foods.

ECONOMIC DEVELOPMENT

Economic Development Goal: Cities, towns, and Snohomish County government will encourage coordinated, sustainable economic growth by building on the strengths of the

county's economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources

ED-5 Jurisdictions should promote economic and employment growth that creates a countywide economy that consists of a diverse range of living wage jobs for all of the county's residents.

ED-15 Jurisdictions should ensure that economic development sustains and respects the county's natural environment and encourages the development of existing and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience

2019 SHORELINE MASTER PROGRAM AND RELATED DOCUMENTS

Arlington's Shoreline Master Program (SMP) and supporting documents were updated in 2019. Shoreline Master Programs include comprehensive shoreline plans, mutually adopted by local governments and the Washington State Department of Ecology that regulate shoreline use and development in areas subject to regulation under the State Shoreline Management Act. Under the provisions of the Act, local governments must base SMP provisions on an analysis of the most relevant and accurate scientific and technical information. This includes meeting the mandate of "no net loss" of shoreline ecological functions, as well as providing mechanisms for restoration of impaired shoreline functions. The original SMP for the City of Arlington (City) was approved in 1974 and was updated in 2019. All SMP documents are located here: Arlington Shoreline Master Program Documents.

2019 AMENDMENT TO THE COMPREHENSIVE WATER PLAN

The City's Water System Plan (WSP) fulfills state law (WAC 246-290-100) by detailing how the City will safely and efficiently operate its water system for the next 10 years. In 2019, the City amended the 2017 amended version of the 2015 WSP for consistency with other City and Snohomish County planning documents, and the City was supported by RH2 and FCS Group consultants in this work. The 2019 amendments were completed for consistency with state regulations when changes are made to the City's Water Service Area (WSA) boundary after the City acquired 17.89 acres of the City of Marysville's WSA in Smokey Point in order to meet a developer's service requirements. The WSP is provided here in multiple documents: 2019 Amended Water System Plan (one volume for the plan, one volume for maps, and appendices).

2018 COMPLETE STREETS POLICY AND PROGRAM

Arlington's Complete Streets Program aims to address the needs of all users when development and redevelopment of traffic corridors are proposed within the City of Arlington, including people who drive, family and commuter cyclists, pedestrians, people with accessibility needs, and people who use transit. It also focuses on the aesthetics of our streets. More information is available here, including the City's Adopted Complete Streets Policy document: https://www.arlingtonwa.gov/574/Complete-Streets.

2017 AMENDMENT TO THE COMPREHENSIVE WASTEWATER PLAN

The City of Arlington adopted the 2017 amendments to the 2015 Comprehensive Wastewater Plan (CWP), and the City was supported by RH2 and FCS Group consultants in this work. The CWP fulfills state law (WAC 173-240-050) by detailing how the City will safely and efficiently operate our sanitary sewer and wastewater treatment systems for the next 10 to 20 years. The amendment is necessary to assure consistency with a concurrent amendment to the City's overall Comprehensive Plan update, which defines how the City is planning to grow. The 2017 plan is available here: 2017 Amended Comprehensive Wastewater Plan. The City conducts capital improvements planning on a biennial basis and recently updated wastewater system and facility needs for the CIP, as noted in the Capital Facilities Book of the Comprehensive Plan. The City will be updating its overall Comprehensive Wastewater Plan as an outcome of the comprehensive planning process to ensure alignment with planned growth through 2044.

2014 ARLINGTON RIVERFRONT MASTER PLAN

Through the creation and adoption of the 2014 Arlington Riverfront Master Plan, the City Council recognized the special role the Stillaguamish River plays in the Arlington. The river provides many quality of life benefits for Arlington residents and visitors to the city including recreation, employment, tourism, and habitat preservation. The plan provides a pro-active vision for the riverfront area north of downtown Arlington. Although the plan addresses a different section of the Stillaguamish River, it provides context for the City's approach to the river in other areas, including Island Crossing. The Riverfront Master Plan and supporting documentation is available here: Arlington Riverfront Master Plan.

2005 STILLAGUAMISH WATERSHED CHINOOK SALMON RECOVERY PLAN

The Stillaguamish Chinook Salmon Recovery Plan is intended to provide guidance to local stakeholders in a collaborative effort to restore and protect Chinook salmon populations in the Stillaguamish River watershed – Water Resource Inventory Area (WRIA) 5. The plan identifies lower Stillaguamish River floodplain, including Island Crossing, as a priority for floodplain restoration.

Employment Capacity

BUILDABLE LANDS REPORT

The Snohomish County Buildable Lands Report (BLR) was used by Arlington and Snohomish County to set baseline assumptions for future growth based on current conditions. The BLR shows total employment doubling by 2035, from approximately 201 jobs in 2024 to 397 by 2035 (Snohomish County Buildable Lands Report, 2021).

Growth targets developed for the Arlington Comprehensive Plan document how the City's growth strategy is expected to play out in different areas, including an elevated role for designated subareas like Island Crossing in attracting jobs and (in other subareas) housing

growth. The Comprehensive Plan projected significant increase in jobs to 935 and a slight reduction in the number of housing units in Island Crossing by 2044.

Exhibit 3.1.1-2 Buildable Lands Report and Comprehensive Plan Growth Projections

Existing Housing Units	Housing Unit Capacity	Total Housing Potential	Existing Jobs	Net New Jobs	Total Job Potential
5 (2019)	2	7	201 (2019)	196	397
5 (2020)	0	2	249 (2020)	686	935

Source: Snohomish County, 2019; City of Arlington, 2020

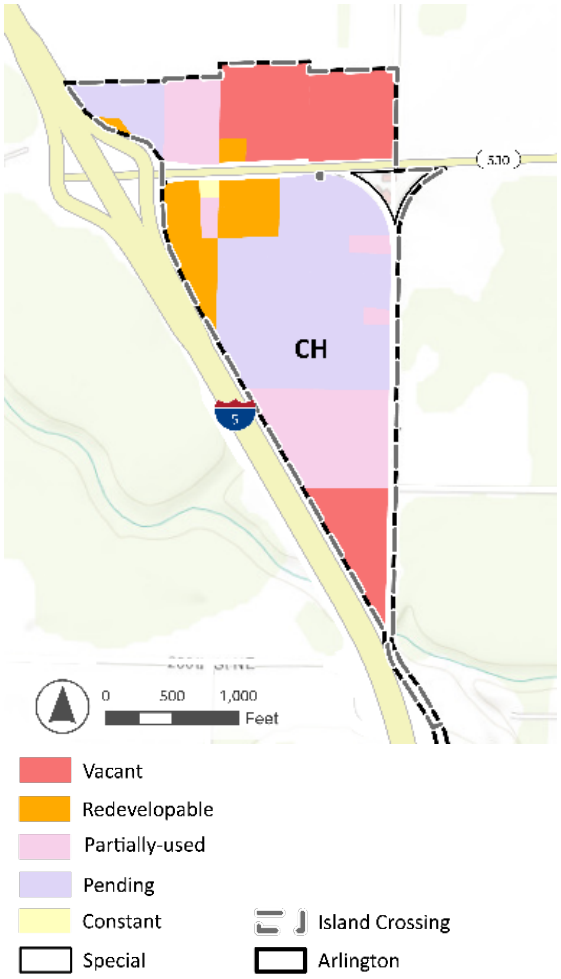
COMPREHENSIVE PLAN

Exhibit 3.1.1-3 2044 Comprehensive Plan Jobs Targets

	Existing (2025)	Net New Jobs	Total Jobs
2044 Comprehensive Plan	215	720	935

Source: City of Arlington, 2024

Exhibit 3.1.1-4 Buildable Lands Map



Source: Snohomish County, MAKERS, 2024

Exhibit 3.1.1-5 Comprehensive Plan Development Assumptions

Source: City of Arlington, 2024

Aesthetics/Scenic Resources

Island Crossing is located immediately east of the I-5/SR 530 interchange, which provides the most direct access to downtown Arlington from I-5. From the interchange to downtown SR 530 passes through farmland and by the Stillaguamish River and forestlands to the north, with views to the east of Whitehorse Mountain, Three Fingers Mountain, and Mount Pilchuck in the Cascade Range. As a result, Island Crossing plays a unique role as the gateway into this scenic landscape.

Exhibit 3.1.1-6. Typical eastward view from the I-5/SR 530 Interchange.

Numbered peaks are #1 Whitehorse Mountain, #2 Mt Bullon, #3 Three Fingers Mountain. Mt. Pilchuck out of frame to the right.
Source: MAKERS, 2024

Within Island crossing many parcels are dedicated to agricultural uses, with broad open views, tree lines and hedgerows between fields, and small agricultural buildings. A small number of houses, some associated with farms, built many decades ago are present in the subarea. The agricultural fields vary in appearance significantly depending on the season, with lush green plantings, mature golden crops, or bare stubble, depending on the time of year or type of production pursued by the farmer. This type of rural or pastoral landscape, with a mix of open vistas and groves of trees, has been shown to produce positive feelings in people across cultures.[1]

[1] See literature review in: Bennett, K. (2019). The Savanna Hypothesis and Landscape Preferences. In: Shackelford, T., Weekes-Shackelford, V. (eds) Encyclopedia of Evolutionary Psychological Science. Springer, Cham. https://doi.org/10.1007/978-3-319-16999-6_3726-1

Exhibit 3.1.1-7. Eastward view from the subarea featuring Three Fingers Mountain (center-right).

Photo courtesy of Deborah Nelson

Within Island Crossing the immediate scenery is typical of low-density commercial development near freeway interchanges, with one-story commercial buildings surrounded by paved surface parking areas. There are few trees and small landscaped islands along the roadway. Utility poles and lines are the primary vertical feature visible. In the eastern half of the subarea, farmland is visible to the north of SR 530 and to the east of Smokey Point Blvd.

Exhibit 3.1.1-8 Eastbound traffic on SR 530 near the entrance to Pilot Travel Center.

Source: MAKERS, 2024

3.1.2 Potential Impacts

Thresholds of Significance

Thresholds of significance are here used to define impacts that would have adverse effects prior to or without any mitigation. Thresholds of significance include:

- **Relationship to existing land use plans/estimated population and employment.** Alternative is inconsistent with PSRC VISION 2050 Growth Strategy, Countywide Planning Policies, city growth targets, or Comprehensive Plan policies.
- **Aesthetics/scenic resources.**
  - Completely obscured views of Cascade peaks from SR 530.
  - Complete loss of rural visual and cultural landscape.

Impacts Common to All Alternatives

RELATIONSHIP TO EXISTING PLANS/ESTIMATED POPULATION & EMPLOYMENT

All alternatives would see some increase in jobs in Island Crossing, generally strengthening the local job base, in line with Comprehensive Plan and regional plan economic development goals. This would involve the conversion of some vacant and under-utilized land within city limits to more productive uses, and would support the diversification of businesses in the city, in line with Comprehensive Plan Economic Development Goal 2.

However, under all alternatives, development would be primarily oriented towards employment uses, with no new residences added. This could potentially conflict with goals and policies related to mixed-use development, and increasing the proximity of jobs and amenities that are within walking or biking distance of rural homes, such as Land Use Goal 4, VISION 2050- police MPP-DP-1, and Snohomish County Planning Policy DP-36.

AESTHETICS/SCENIC RESOURCES

Construction of buildings, parking areas, floodwater storage facilities, and other site improvements on working farmland or vacant sites is likely to occur under all alternatives. This will likely result in aesthetics in the subarea continuing to transition from a rural crossroads with a pastoral ambience, to a more developed landscape featuring fewer trees, seasonal plantings, and open spaces, and more human-made surfaces and structures including buildings and parking lots. Under all alternatives taller buildings may in some cases obscure views of Cascade mountain peaks to the east from certain specific vantage points.

Alternative 1: No Action

RELATIONSHIP TO EXISTING PLANS/ESTIMATED POPULATION & EMPLOYMENT

Alternative 1 would see modest job growth under existing development regulations and with no major investments in regional floodwater storage. Job growth would be significantly below the Comprehensive Plan targets.

Existing zoning supports the growth of highway-oriented businesses like gas stations, restaurants, and big-ticket retail operations like automotive dealerships and machinery sales. However, the requirement for on-site floodwater storage will add significant cost to development, inhibiting development. Job growth estimates for Alternative 1 are based on

the 2019 Snohomish County Buildable Lands Report projection, reflecting market trends instead of the updated, aspirational Comprehensive Plan growth targets, with updates to the existing jobs total to account for recent development and vacancies.

Exhibit 3.1.2-1 Alternative 1 2044 Job Growth Projection Compared to Comprehensive Plan Target

	Existing (2025)	Net New Jobs	Total Jobs
2044 Comprehensive Plan	215	720	935
Alternative 1: No Action		77	292

Source: 2019 Snohomish County Buildable Lands Report, Arlington 2044 Comprehensive Plan, MAKERS, 2025

AESTHETICS/SCENIC RESOURCES

Under Alternative 1 the aesthetics of the subarea will likely continue to gradually transition from a rural/crossroads landscape to a developed landscape with typical "sprawl" development patterns featuring large paved areas, gas stations, restaurants, and retail stores. Views of Cascade Range mountain peaks are unlikely to be impeded by predominantly one-story construction.

Alternative 2: Subarea Plan Partial Implementation

RELATIONSHIP TO EXISTING PLANS/ESTIMATED POPULATION & EMPLOYMENT

Alternative 2 would feature updates to development regulations and design standards in line with the goals and policies of the Comprehensive Plan and other city and regional plans. Under Alternative 2, Island Crossing would see a modest increase in job growth relative to No Action, due to the better calibration of development regulations to local market conditions and bonus height for new hotel development. The types of jobs created would be better aligned with the goals of the Comprehensive Plan than under Alternative 1, with a stronger focus on linkages in with the local agricultural economy and agritourism. However, actual job growth is likely to be well below targets in the Comprehensive Plan.

Exhibit 3.1.2-2 Alternative 2 2044 Job Growth Projection Compared to Comprehensive Plan Target

	Existing (2025)	Net New Jobs	Total Jobs
2044 Comprehensive Plan	215	720	935
Alternative 2: Subarea Plan Partial Implementation		160	375

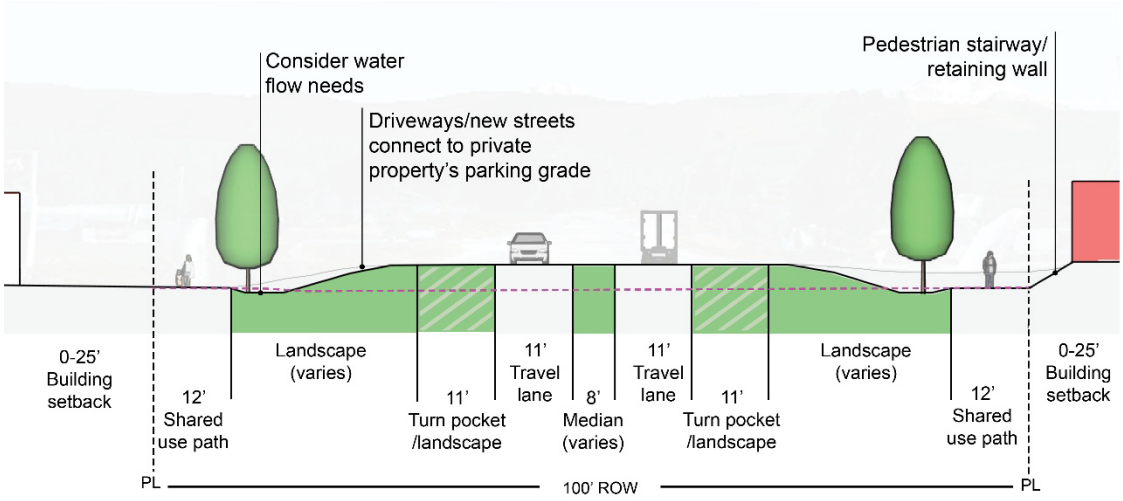
Source: Arlington 2044 Comprehensive Plan, MAKERS, 2025

AESTHETICS/SCENIC RESOURCES

Alternative 2 would see a level of new development similar to Alternative 1, gradually transitioning the area towards are more developed landscape. However, Alternative 2 includes adoption of design standards that would improve the appearance of commercial development along the primary view corridor on SR 530.

This alternative also includes reconstruction and elevation of SR 530 through the subarea to reduce vulnerability to floods and improve aesthetics. The rebuilt roadway would feature the addition of trees and landscaped areas along the roadway, as well as shared use paths for walking, rolling, and cycling. These would improve the aesthetic experience for motorists on SR 530 and for pedestrians on the paths. The elevated roadway would have improved views of Cascade peaks to the east and surrounding farmland and riverine landscapes. Some of the mountain views may be obscured as the trees mature, but relatively narrow and short tree species could be selected to limit view impacts.

Exhibit 3.1.2-3 Cross-section of proposed SR 530 conceptual design



Note: Not to scale; conceptual design for planning purposes only.
Source: MAKERS, 2025

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

RELATIONSHIP TO EXISTING PLANS/ESTIMATED POPULATION & EMPLOYMENT

Under Alternative 3 the development regulation updates and transportation improvements included in Alternative 2 are augmented with investment in a regional floodwater compensatory storage facility, reducing development costs for most properties in the subarea. As a result, Alternative 3 would likely see significant job growth in sectors like hospitality, agritourism, dining, and retail. Overall job growth under Alternative 3 is similar to (though somewhat below) what was projected for the area under the Comprehensive Plan.

Alternative 3 aligns well with the goals of the Comprehensive Plan, especially economic development goals and policies related to economic diversification (goals ED-1 and ED-2 and related policies), developing tourism (ED 3.7 and 8.3), growing distributed economic hubs (ED 7.1 and 7.7), and pursuing businesses that can improve quality of life in Arlington (goal ED-8). It aligns well with land use goals and policies related to creating unique community centers in different parts of the city (LU 4.2 and 4.3), more comfortable environments for walking and biking (LU 1.4), compact, high-quality communities (LU 7.3), and improving and revising development regulations to remove unnecessary hinderances to development (LU 2.1).

Exhibit 3.1.2-4 Alternative 3 2044 Job Growth Projection compared to Comprehensive Plan Target

	Existing (2025)	Net New Jobs	Total Jobs
Comprehensive Plan	215	720	935
Alternative 3: Subarea Plan Full Implementation		610	825

Source: Arlington 2044 Comprehensive Plan, MAKERS, 2025

AESTHETICS/SCENIC RESOURCES

Like Alternative 2, Alternative 3 includes design standards that, with redevelopment, would help improve the appearance of commercial development along the SR 530 view corridor. It also includes rebuilding SR 530 and the addition of trees, landscaped areas, and shared use paths along the roadway, with similar aesthetic benefits and impacts as Alternative 2.

Because Alternative 3 would see significantly more development than Alternative 2, with more numerous and likely taller buildings, there is more potential for views of Cascade Range peaks to be obscured by multi-story buildings, including from the SR 530 corridor and the I-5 interchange/gateway area.

3.1.3 Mitigation Strategies

Incorporated Plan Features

ESTIMATED POPULATION AND EMPLOYMENT

The Subarea Plan features a range of measures to increase commercial development feasibility. These measures include:

- Updates to development regulations to reduce barriers to desired development.
- Design standards requiring new street connections, improving connectivity in areas not currently well served by the street grid.
- Investment in regional floodwater compensatory storage to reduce development costs for individual property owners.

- Investment in streetscape and roadway infrastructure to improve the functionality, resilience, and attractiveness of the public realm.
- Other utility improvements to support new development.

With all planned measures in place, the projected employment for the subarea nearly achieves the targets of the adopted Comprehensive Plan. The employment mix, which would feature more agritourism and hospitality sector jobs, is better aligned with the Comprehensive Plan than the Alternative 1 employment mix.

AESTHETICS/SCENIC RESOURCES

CASCADE VIEWS

The Subarea Plan incorporates a conceptual design (see Exhibit 3.2.2-5 SR 530 Concept Cross-section) for the reconstruction of SR 530 to limit vulnerability of the roadway to closure due to flooding by elevating the roadway above flood levels. Elevation of the roadway will also help mitigate the impact of taller and more numerous buildings on scenic views of Cascade Range peaks to the east from SR 530.

DESIGN STANDARDS

Design standards to be adopted with the Subarea Plan will require development within Island Crossing to incorporate elements of architectural character, massing, and exterior finish materials that reflect the region's agricultural heritage. These standards will help to mitigate impacts of new development on the area's rural aesthetic landscape.

Regulations and commitments

State and local law require new development to conform to minimum standards for safety, compatibility, and consistent with adopted infrastructure plans.

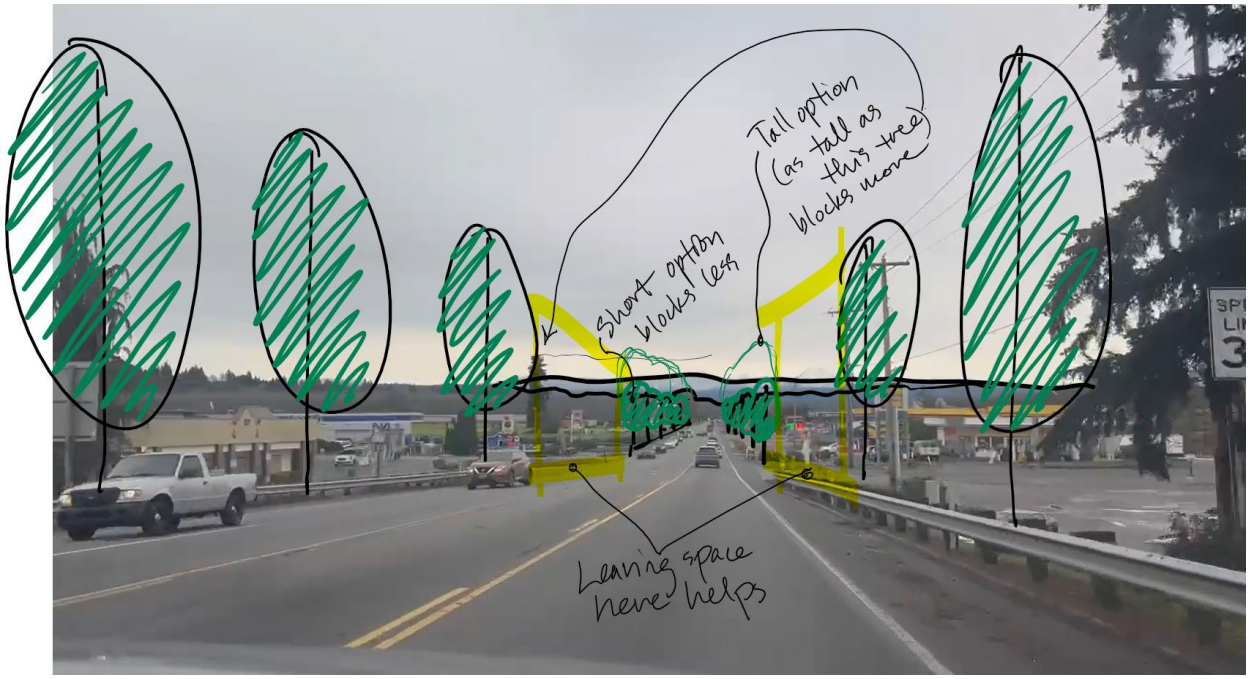
- Arlington's Zoning Code (AMC Title 20: Zoning) and citywide Development Design Standards regulate land use, landscaping, parking, design, and other aspects of development to ensure development meets the City's long-term vision.
- Arlington's Engineering Standards regulate street design.
- Also see 3.4.3 Mitigation Strategies for environmental regulations that impact land use and development.
- As required by GMA (RCW 36.70A.106), the City must submit proposed Comprehensive Plan amendments and updated regulations for review and comment by the State prior to final adoption.

Other Potential Mitigation Measures

SR 530 TREE SPACING AND SPECIES SELECTION

In addition to roadway elevation, the conceptual designs for SR 530 would include landscaping, a shared use path, and trees planted along both sides of the roadway. As these trees mature their crowns will expand in height and width, potentially obscuring views of the Cascade peaks from SR 530. Along the elevated portion of SR 530 near the I-5 interchange, ~~D~~ designs for tree planting with sufficient spacing between trees, and use of tree species that maintain a narrow, columnar crown would mitigate the potential for impacts to cascade views. Use of tree species with a lower height (and any crown width) ~~and broader crown~~ for portions of the roadway to the east would help avoid blocking mountain views from the interchange/gateway area. ~~Avoiding the planning of street trees along elevated portion of SR 530 that rises towards the interchange would also limit view impacts.~~

Exhibit 3.1.3-1 SR 530 tree height and spacing considerations.



Source: MAKERS, 2025

3.1.4 Significant Unavoidable Adverse Impacts

Alternatives 1 and 2 fail to align with adopted growth targets under the Arlington Comprehensive Plan, creating a significant impact under the threshold established in section 3.1.2.

With implementation of the planned improvements in the study area and proposed mitigation measures, there would be no significant and unavoidable impacts related solely to the proposed alternatives.

3.2 Transportation

This chapter provides an understanding of current transportation conditions and the potential transportation-related impacts of the development alternatives for the Arlington Island Crossing Subarea.

3.2.1 Affected Environment

This section describes existing transportation conditions and key facilities near the Island Crossing Subarea. Information is provided regarding the non-motorized facilities, transit service and facilities, traffic volumes, traffic operations and traffic safety in the study area. The study area defined for this analysis is as follows:

- I-5 Southbound Ramps/SR 530
- I-5 Northbound Ramps/SR 530
- Smokey Point Boulevard/SR 530
- Smokey Point Boulevard/Smokey Point Boulevard
- Smokey Point Boulevard/200th Street NE

A map of the subarea location and study area intersections is shown on Exhibit 3.2.1-1.

Exhibit 3.2.1-1 Study Area

Source: Transpo Group, 2025

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 (intersection #1 and #2 on Exhibit 3.2.1-1), across SR 530 at the west fork of the Smokey Point Boulevard intersection (between #3 and #6), and midway along the east fork of the Smokey Point Boulevard/SR 530 intersection (between #3 and #4). There are no sidewalks or bicycle facilities along SR 530 or Smokey Point Boulevard within the Island Crossing subarea. 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 Pedestrian and Bicycle Plans (both dated October 2018) identify Smokey Point Boulevard as critical to citywide non-motorized connectivity. Connectivity to the Smokey Point Transit Center is also identified as a high priority. The project identified to enhance connectivity to the Smokey Point Transit Center is a multi-use trail along Smokey Point Boulevard from 188th Street to SR 530.

TRANSIT

Transit in this area is provided through Island Crossing by Community Transit, though there are no bus stops in Island Crossing. Route 201 travels north-south along Smokey Point Boulevard to Smokey Point Transit Center south of the subarea, where routes 220 and 230 connect to historic downtown Arlington to the east.

ROADWAY NETWORK

The key roadways serving the Island Crossing subarea are described below.

Interstate 5 (I-5) is a north-south interstate with speed limits of 60-70 mph that provides regional access to the Island Crossing subarea via SR 530. I-5 is a designated freight route and strategic freight corridor within the study area.

SR 530 is an east-west other principal arterial that connects I-5 to the west and SR 9 to the east. It is a two-lane roadway within the study area with posted speed limits of 35 to 55 mph. No parking is allowed and there are no pedestrian or bicycle facilities provided within the study area except for the crosswalk across SR 530 at the west fork of the Smokey Point Boulevard intersection (between #3 and #6). SR 530 is a designed freight route and strategic freight corridor within the study area.

Smokey Point Boulevard is a north-south arterial that meets SR 530 on the east boundary of the Island Crossing subarea. It is a two-lane roadway within the study area with posted speed limits of 35 to 40 mph. Smokey Point Boulevard is a designated freight route. No parking is allowed and there are no pedestrian or bicycle facilities provided within the study area except for the crosswalk midway along the east fork of the Smokey Point Boulevard/SR 530 intersection (between #3 and #4). Smokey Point Boulevard currently meets SR 530 at two separate locations, which will be reconfigured with the planned improvement to provide a

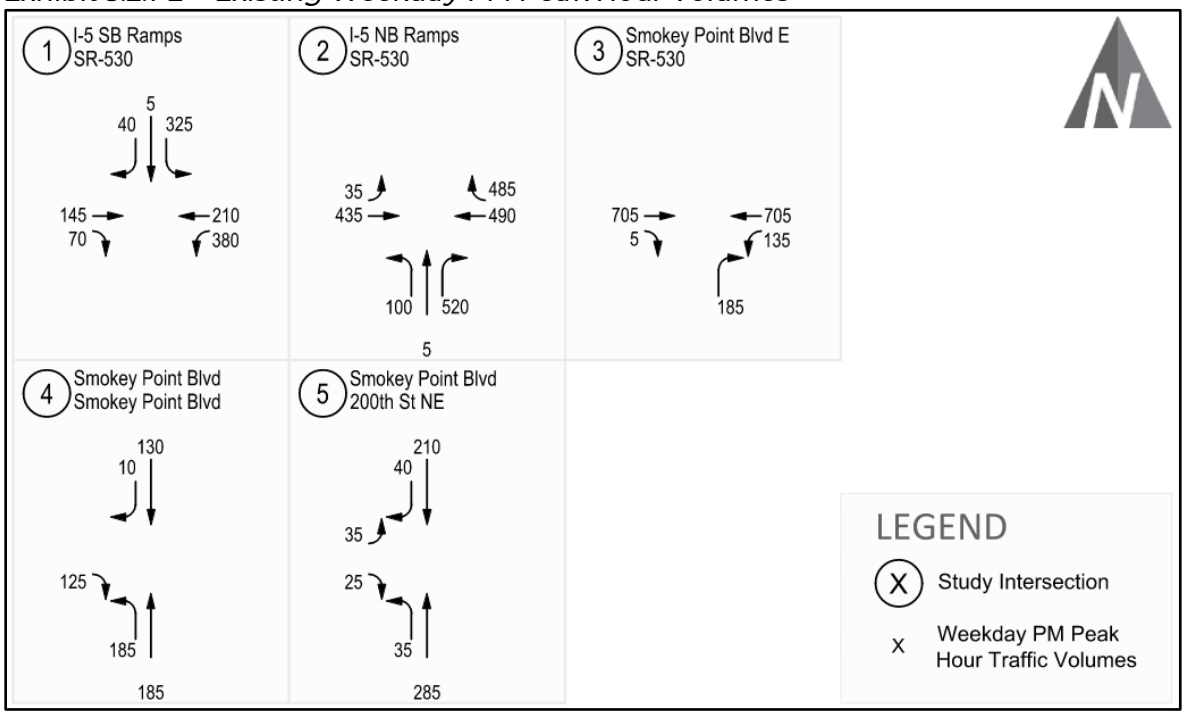
roundabout at the east intersection (#3) and change the west intersection (#4) to a one-way southbound for the fork between SR 530 and Smokey Point Boulevard.

200th Street is an east-west roadway located west of the City of Arlington boundary in unincorporated Snohomish County. It is a two-lane roadway with a posted speed limit of 25 mph just south of the study area. No parking is allowed and there are no pedestrian or bicycle facilities provided within the study area.

TRAFFIC VOLUMES

Existing traffic counts were collected in June 2022 for the study intersections. The weekday PM peak hour (one hour between 4 and 6 p.m.) is typically used by the City in evaluating transportation system needs as it represents the highest travel activity experienced during the day. The detailed traffic count worksheets are provided in Appendix B. Existing weekday PM peak hour volumes are shown on Exhibit 3.2.1-2. The weekday PM peak hour traffic volume along SR 530 within the Subarea is about 1,400 vehicles per hour and along Smokey Point Boulevard is about 500 vehicles per hour.

Exhibit 3.2.1-2 Existing Weekday PM Peak Hour Volumes



Source: Transpo Group, 2025

TRAFFIC OPERATIONS

Weekday PM peak hour traffic operations were evaluated at the study intersections based on level of service (LOS). The analysis was based on procedures identified in the *Highway Capacity Manual* 7th Edition using Synchro 12.0. For signalized intersections, LOS is

measured in average delay per vehicle and is reported for the intersection as a whole. At side-street stop-controlled intersections LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the worst operating approach or movement of the intersection. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays.

The study intersections are in the City of Arlington and WSDOT jurisdictions. The City of Arlington has adopted LOS D for City arterials. WSDOT has an adopted LOS C standard for I-5 and SR 530 in the study area. Exhibit 3.2.1-3 summarizes the existing weekday PM peak hour intersection operations at the study intersections.

Exhibit 3.2.1-3 Existing Weekday PM Peak Hour Level of Service Summary

Intersections	Traffic Control	LOS Standard	LOS[1]	Delay[2]	WM[3]
1. I-5 Southbound Ramps/SR 530	Signal	C	C	25.5	-
2. I-5 Northbound Ramps/SR 530	Signal	C	**F**	**91.7**	**-**
3. Smokey Point Boulevard/SR 530	Two-Way Stop	C	C	22.0	NBR
4. Smokey Point Boulevard/Smokey Point Boulevard	Two-Way Stop	C	A	9.7	EBR
5. Smokey Point Boulevard/200th Street NE	Two-Way Stop	D	B	12.8	EB

Source: Transpo Group, 2025

*Notes: **Red bold** indicates LOS standard is not met.*

1. *Level of service (LOS) based on Highway Capacity Manual 7th Edition.*
2. *Average delay in seconds per vehicle.*
3. *Worst movement reported for unsignalized intersections where NBR = northbound right-turn, EBR = eastbound right-turn, and EB = eastbound.*

As shown in Exhibit 3.2.1-3, the intersection of the I-5 Northbound Ramps at SR 530 does not meet the adopted LOS C standard during the weekday PM peak hour and is operating at LOS F. Detailed LOS worksheets are provided in Appendix C.

TRAFFIC SAFETY

Collision data for the most recent five-year period for intersections was reviewed to identify potential safety issues within the study area. The Washington State Department of Transportation (WSDOT) reported collision data between January 1, 2020, and December 31, 2024 is summarized in Exhibit 3.2.1-4.

Exhibit 3.2.1-4 Five Year Collision Summary – 2020 to 2024

Number of Collisions

Location	Traffic Control	2020	2021	2022	2023	2024	Total	Annual Average	Collisions per MEV[1]
1. I-5 Southbound Ramps/SR 530	Signal	7	5	5	7	8	32	6.40	1.49
2. I-5 Northbound Ramps/SR 530	Signal	7	6	2	8	4	27	5.40	0.71
3. Smokey Point Boulevard/SR 530	Two-Way Stop	2	1	1	3	4	11	2.20	0.35
4. Smokey Point Boulevard/Smokey Point Boulevard	Two-Way Stop	1	0	1	1	2	5	1.00	0.43
5. Smokey Point Boulevard/200th Street NE	Two-Way Stop	0	1	0	0	0	1	0.20	0.09

1. *Collisions per million entering vehicles*

Study intersections with a collision rate greater than one collision per million entering vehicles (MEV) should be considered for further review to determine if a safety issue may exist. As shown on Exhibit 3.2.1-4, all study intersections have collisions per MEVs less than one except for I-5 Southbound Ramps/SR 530. Based on the City of Arlington Comprehensive Plan, a roundabout is the recommended improvement to be installed in the future at this location. A roundabout would improve safety conditions at the intersection by reducing vehicle speeds to and through the intersection, along with creating one-way travel and reducing conflict points.

Along with a review of intersections, SR 530 and Smokey Point Boulevard collisions were also reviewed. 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.

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 curves in the roadway. Based on the analysis of contributing factors, driver behaviors, like speeding and inattention, plays a more significant role in crashes along Smokey Point Boulevard within Island Crossing than infrastructure design.

3.2.2 Potential Impacts

The transportation impacts of the No Action and Action Alternatives are described in this section. Transportation impacts are identified through a comparison of the No Action Alternative to the Action Alternatives.

Thresholds of Significance

The Arlington Draft Transportation Master Plan (TMP) has established vehicular and non-motorized LOS standards.

VEHICULAR

The study intersections are within Arlington and WSDOT jurisdictions. The vehicular LOS standards for the study area are described as follows:

City of Arlington LOS Standards. The City of Arlington has adopted LOS D for arterials and collectors. The City of Arlington further recognizes and adopts the most current LOS standard along state highways.

WSDOT. I-5 and SR 530 are considered rural facilities and have an adopted LOS C.

NON-MOTORIZED

Non-motorized LOS standards are based on providing the future sidewalk, pathway, and trail system within the City. This non-motorized system considers the Complete Streets Program, which identifies a Pedestrian Plan and a Bike Plan for the City. The Draft TMP indicates locations where the adopted LOS standard is to have pedestrian or bicycle facilities that complete the City's network. The standard for SR 530 and Smokey Point Boulevard within the Island Crossing subarea is to have pedestrian facilities on both sides of the streets and provide for bicycle facilities. It is noted that these roadways currently do not meet this standard within the subarea.

Impacts Common to All Alternatives

The following conditions and impacts are common to all alternatives, including the No Action Alternative.

PLANNED IMPROVEMENTS

Several transportation improvement projects are currently planned in and around the study area. Key projects are discussed below.

- SR 530/Smokey Point Blvd intersection. Construction of a roundabout at the SR 530/Smokey Point Blvd intersection. This project is being coordinated with WSDOT, Stillaguamish Tribe, City of Arlington, and Snohomish County. The project is part of the City of Arlington 6-Year Transportation Improvement Plan (TIP) 2025-2030.

- I-5/SR 530 Interchange. This interchange has been identified in Comprehensive Plan Appendix H Draft Transportation Master Plan (TMP), June 2024 for improvements. Potential improvements include providing a roundabout at both the northbound and southbound ramps and bridge improvements and widening to include sidewalks and bike facilities.
- Smokey Point Boulevard/200th Street NE. Improvements were identified in Comprehensive Plan Appendix H Draft Transportation Master Plan (TMP), June 2024 for this intersection. Potential improvements include providing a roundabout.
- Smokey Point Boulevard 200th Street NE to SR 530. Widen to a 3-lane facility including sidewalks.
- Smokey Point Boulevard 200th Street NE to SR 530. Provide a multi-use trail along the Smokey Point Boulevard.

The improvements described above were assumed as part of the analysis to address LOS issues consistent with those identified in the Comprehensive Plan for the year 2044.

TRANSIT

As described in the Affected Environment, transit is not provided within the study area. Journey 2050: Community Transit Long Range Transit Plan, December 2023 does not identify plans for new fixed route transit services within the study area and serving Island Crossing. Journey 2050 does discuss alternative transit like microtransit, which could be an option for Island Crossing in the future where services are on-demand. With all the alternatives, there could be additional demand for transit services and without transit travelers would use other modes.

TRAFFIC FORECASTS

Future (2044) weekday PM peak hour traffic forecasts for all the Alternatives were developed using the City of Arlington travel demand model. The land use (outside of the Island Crossing subarea) and transportation system assumptions are the same for all Alternatives. The Island Crossing subarea land use and quantities were adjusted within the City's travel demand model for each Alternative. The City's travel demand model is used for the Island Crossing subarea trip distribution and assignment to the study area. Future 2044 forecasts are developed by adding intersection volume growth identified between the model base and future years to the existing traffic volumes. Adjustments are made to the traffic volumes for balancing. This methodology is an industry standard practice for post-processing raw travel demand model results into forecast traffic volumes.

Alternative 1: No Action

The No Action Alternative transportation impacts are described in this section. The No Action scenario reflects no regulatory changes resulting in lower density of land use and no

additional investments beyond what is identified in the TMP as described in the previous section.

NON-MOTORIZED FACILITIES

Along with the planned improvements described previously, the No Action Alternative would provide the Island Crossing Trail, which is a multi-use trail along SR 530 between Smokey Point Boulevard and the I-5 interchange. This improvement was identified in the TMP. It is assumed that frontage improvements would be provided as properties develop to provide sidewalks and bicycle facilities to meet the non-motorized LOS standard.

TRAFFIC VOLUMES

No Action Alternative volume forecasts for the Island Crossing subarea assumes 292 jobs. Volumes for the No Action Alternative were developed using the Arlington travel demand model. Exhibit 3.2.2-1 provides a summary of the forecast No Action Alternative weekday PM peak hour trip generation.

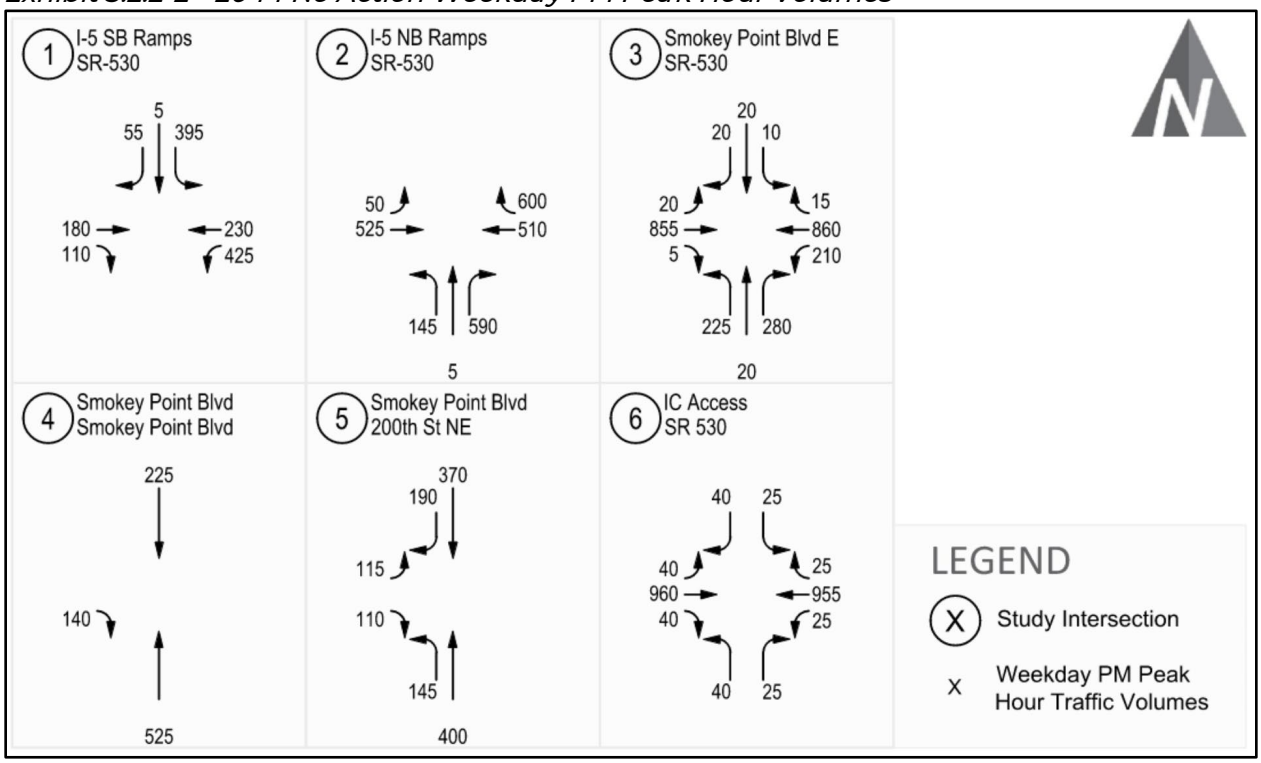
Exhibit 3.2.2-1 2044 Island Crossing Subarea No Action Weekday PM Peak Hour Trip Generation

Land Use	Total Trips
Residential	3
Office	27
Retail	1,228
Total	**1,258**

Source: Arlington Travel Demand Model, Transpo Group, June 2025

As shown in Exhibit 3.2.2-1, a total of 1,258 weekday PM peak hour trips are anticipated to be generated under the No Action Alternative. The travel demand model was used to distribute and assign the Subarea trip generation. The total 2044 No Action Alternative volumes (2044 forecast plus No Action Alternative trips) are shown on Exhibit 3.2.2-2.

Exhibit 3.2.2-2 2044 No Action Weekday PM Peak Hour Volumes



Source: Transpo Group, 2025

TRAFFIC OPERATIONS

Traffic operations were evaluated based on intersection operations within the defined study area. For roundabout controlled intersections, LOS is measured in average delay per vehicle and is reported for the intersection as a whole. In addition, the volume-to-capacity (v/c) ratio is reported for roundabouts. WSDOT typically considers a v/c of 0.90 as the threshold for a roundabout.

Exhibit 3.2.2-3 provides a summary of the intersection operations with the planned and proposed roundabouts installed. Detailed LOS worksheets are provided in Appendix C.

Exhibit 3.2.2-3 2044 No Action Weekday PM Peak Hour Level of Service Summary

Intersections	Traffic Control	LOS Standard	2044 No Action		
			LOS[1]	Delay[2]	WM[3] or v/c[4]
1. I-5 Southbound Ramps/SR 530	Proposed Roundabout	C	B	13.1	0.64
2. I-5 Northbound Ramps/SR 530	Proposed Roundabout	C	B	11.4	**0.91**
3. Smokey Point Boulevard/SR 530	Planned Roundabout	C	C	23.1	**1.03**
4. Smokey Point Boulevard/Smokey Point Boulevard	Two-Way Stop	C	B	10.7	EB
5. Smokey Point Boulevard/200th Street NE	Proposed Roundabout	D	A	6.0	0.48

Source: Transpo Group, 2025

*Notes: **Bold** indicates LOS standard is not met or V/C ratio higher than 0.90 threshold.*

2. *Level of service (LOS) based on Highway Capacity Manual 7th Edition methodology unless otherwise noted.*
3. *Average delay in seconds per vehicle.*
4. *Worst movement reported for unsignalized intersections where EB = eastbound.*
5. *v/c (volume/capacity) reported for roundabout intersections.*

As shown in Exhibit 3.2.2-3, all study intersections are projected to operate at LOS C or better during the weekday PM peak hour with the No Action meeting the LOS standard. The Smokey Point Boulevard/SR 530 and I-5 Northbound Ramps/SR 530 intersections would have a v/c ratio higher than 0.90; therefore, widening may be needed with the No Action Alternative to accommodate the growth if it is desired to maintain the 0.90 threshold. The Smokey Point Boulevard/SR 530 roundabout is currently being designed to allow for future expansion. A northbound right-turn lane may be needed at the I-5 Northbound Ramps/SR 530 intersection as part of the roundabout improvement. Transportation mitigation measures are described in section in 3.2.3.

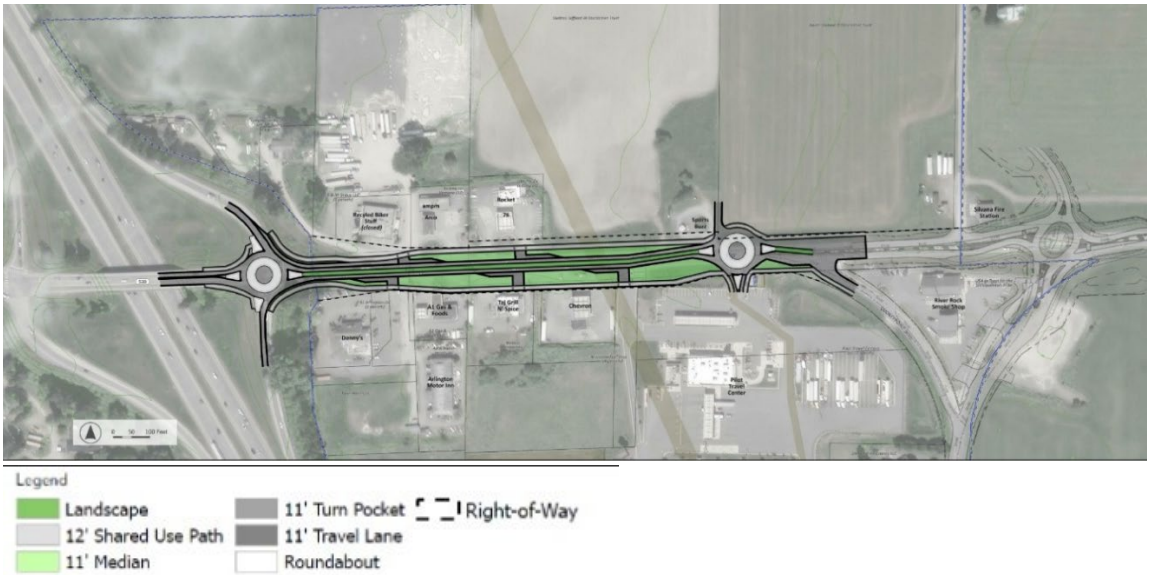
TRAFFIC SAFETY

Traffic generated by the No Action Alternative results in a proportionate increase in the probability of collisions. However, the planned non-motorized facilities would enhance safety for pedestrians and bicyclists and roundabouts at major intersections would help reduce travel speeds and severity of collisions. The No Action Alternative is not proposing specific access control or consolidation of driveways; therefore, conflicts are likely to increase along SR 530 and safety issues may also proportionally increase. In addition, this alternative would not elevate SR 530 so periodic flooding would continue, which could result in flood related safety challenges.

Alternative 2: Subarea Plan Partial Implementation

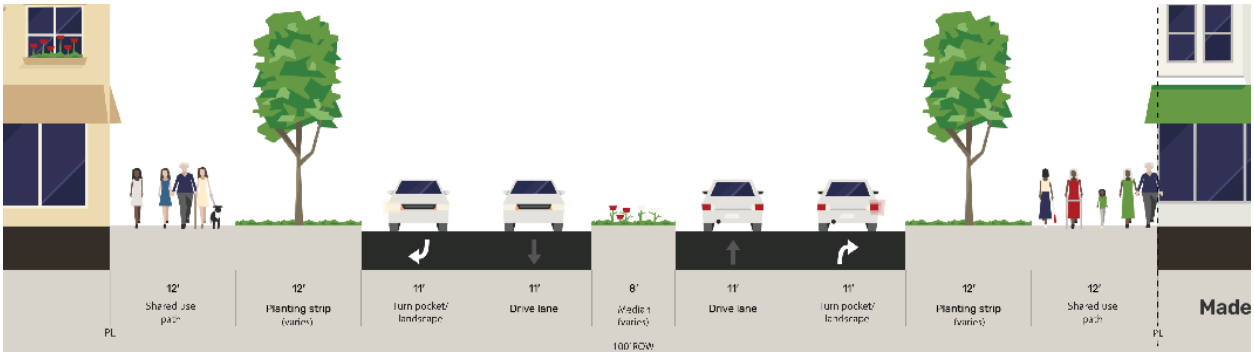
Alternative 2 transportation impacts are described in this section. Alternative 2 would have regulatory changes that accommodate additional density within the Subarea and additional transportation improvements beyond what is planned in the TMP. Exhibit 3.2.2-4 illustrates the street design concept including a new roundabout controlled intersection SR 530 between I-5 and Smokey Point Boulevard and consolidation of driveways. Exhibit 3.2.2-5 shows the proposed street concept with Alternative 2. 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.

Exhibit 3.2.2-4 SR 530 Street Design Concept Plan View



Source: Arlington Island Crossing Subarea Plan

Exhibit 3.2.2-5 SR 530 Concept Cross-section



Source: Arlington Island Crossing Subarea Plan

NON-MOTORIZED FACILITIES

Alternative 2 would provide an enhanced environment for non-motorized travel compared to the No Action Alternative. The street design for SR 530 consolidates the property access points to reduce the number of driveways along SR 530 resulting in fewer crossings for pedestrians and bicyclists. 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. Midblock crossings with 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. Alternative 2 would meet the non-motorized LOS standards.

TRAFFIC VOLUMES

Alternative 2 volume forecasts for the Island Crossing subarea reflects 375 jobs compared to 292 jobs with the No Action Alternative. Trip generation for Alternative 2 was determined using the Arlington travel demand model consistent with the No Action Alternative. Exhibit 3.2.2-6 provides a comparison of the No Action and Alternative 2 weekday PM peak hour trip generation.

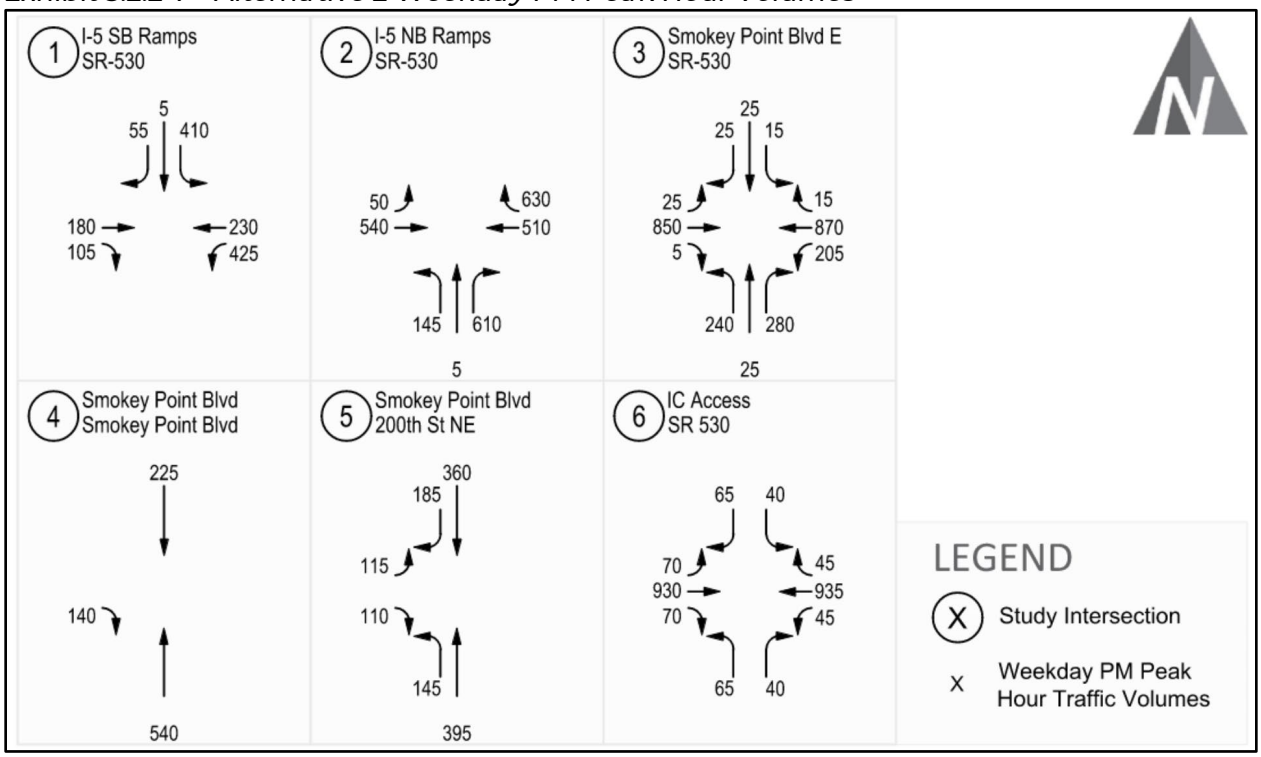
Exhibit 3.2.2-6 Comparison of No Action and Alternative 2 Weekday PM Peak Hour Trip Generation

Land Use	No Action Total Trips	Alternative 2 Total Trips
Residential	3	2
Office	27	0
Retail	1,228	1,611
Total	**1,258**	**1,613**

Source: Arlington Travel Demand Model, Transpo Group, June 2025

As shown in Exhibit 3.2.2-6, a total of 1,613 weekday PM peak hour trips are anticipated to be generated under the Alternative 2, which is 385 trips more than the No Action Alternative. The travel demand model was used to distribute and assign the Subarea trip generation. The total Alternative 2 volumes (2044 forecast plus Alternative 2 trips) are shown on Exhibit 3.2.2-7.

Exhibit 3.2.2-7 Alternative 2 Weekday PM Peak Hour Volumes



Source: Transpo Group, 2025

TRAFFIC OPERATIONS

Traffic operations were evaluated based on intersection operations within the defined study area. Exhibit 3.2.2-8 provides a comparison of the No Action and Alternative 2 traffic operations. Detailed LOS worksheets are provided in Appendix C.

Exhibit 3.2.2-8 Comparison of No Action and Alternative 2 2044 Weekday PM Peak Hour Level of Service

Intersections	Traffic Control	LOS Standard	No Action			Alternative 2		
			LOS[1]	Delay[2]	WM[3] or v/c[4]	LOS[1]	Delay[2]	WM[3] or v/c[4]
1. I-5 Southbound Ramps/SR 530	Proposed Roundabout	C	B	13.1	0.64	B	13.2	0.65
2. I-5 Northbound Ramps/SR 530	Proposed Roundabout	C	B	11.4	**0.91**	B	13.2	**0.94**
3. Smokey Point Boulevard/SR 530	Planned Roundabout	C	C	23.1	**1.03**	C	27.7	**1.06**
4. Smokey Point Boulevard/Smokey Point Boulevard	Two-Way Stop	C	B	10.7	EB	B	10.7	EB
5. Smokey Point Boulevard/200th Street NE	Proposed Roundabout	D	A	6.0	0.48	A	6.0	0.47
6. Island Crossing Access/SR 530	New Roundabout	C	-	-	-	A	6.6	0.84

Source: Transpo Group, 2025

*Notes: **Bold** indicates LOS standard is not met or V/C ratio higher than 0.90 threshold.*

1. *Level of service (LOS) based on Highway Capacity Manual 7th Edition.*
2. *Average delay in seconds per vehicle.*
3. *Worst movement reported for unsignalized intersections where EB = eastbound.*
4. *v/c (volume/capacity) reported for roundabout intersections.*

As shown in Exhibit 3.2.2-8, Alternative 2 would result in some increase in intersection delay compared to the No Action Alternative but all study intersections would continue to operate at LOS C or better meeting the LOS standard. Similar to the No Action Alternative, with Alternative 2, the Smokey Point Boulevard/SR 530 and the I-5 Northbound Ramps/SR 530 intersections would have a v/c ratio higher than 0.90. As discussed previously, widening the roundabout may be needed to accommodate future growth to maintain the 0.90 threshold. The Smokey Point Boulevard/SR 530 roundabout is currently being designed to allow for future expansion and a northbound right-turn lane may need to be considered for the I-5 Northbound Ramps. Transportation mitigation measures are described in section in 3.2.3.

TRAFFIC SAFETY

Traffic generated by Alternative 2 could result in a proportionate increase in the probability of collisions; however, Alternative 2 incorporates street design features to address existing safety issues. The street design for SR 530 consolidates the property access points to reduce the number of driveways along SR 530 resulting in fewer conflict points along the corridor. 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. Roundabouts along the corridor will also help slow speeds, reduce conflicts and enhance safety. In addition, midblock crossings that would include traffic control such as a rectangular rapid flashing beacon (RRFB) are planned on SR 530 to improve pedestrian safety. This alternative would elevate SR 530 so safety issues related to flood would be eliminated.

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

Alternative 3 impacts are described in this section. Alternative 3 would see increased development activity, resulting in more job density than the other alternatives. The planned SR 530 street design would be the same as Alternative 2.

NON-MOTORIZED FACILITIES

Alternative 3 would have the same non-motorized impacts of Alternative 2 except the number of pedestrians and bicyclists within the Subarea could be higher with more density. The planned non-motorized facilities would accommodate additional pedestrians and bicyclists with Alternative 3. In addition, it is anticipated with a higher level of development it is anticipated that there would be interconnectivity between properties providing greater improvement in pedestrian and bicycle mobility within the subarea. Alternative 3 would meet the non-motorized LOS standards.

TRAFFIC VOLUMES

Alternative 3 allows for additional development resulting in up to 825 jobs (533 more jobs than No Action and 475 more jobs than Alternative 2). Alternative 3 trip generation was determined using the Arlington travel demand model. Exhibit 3.2.2-9 provides a summary of the weekday PM peak hour trip generation for all the Alternatives.

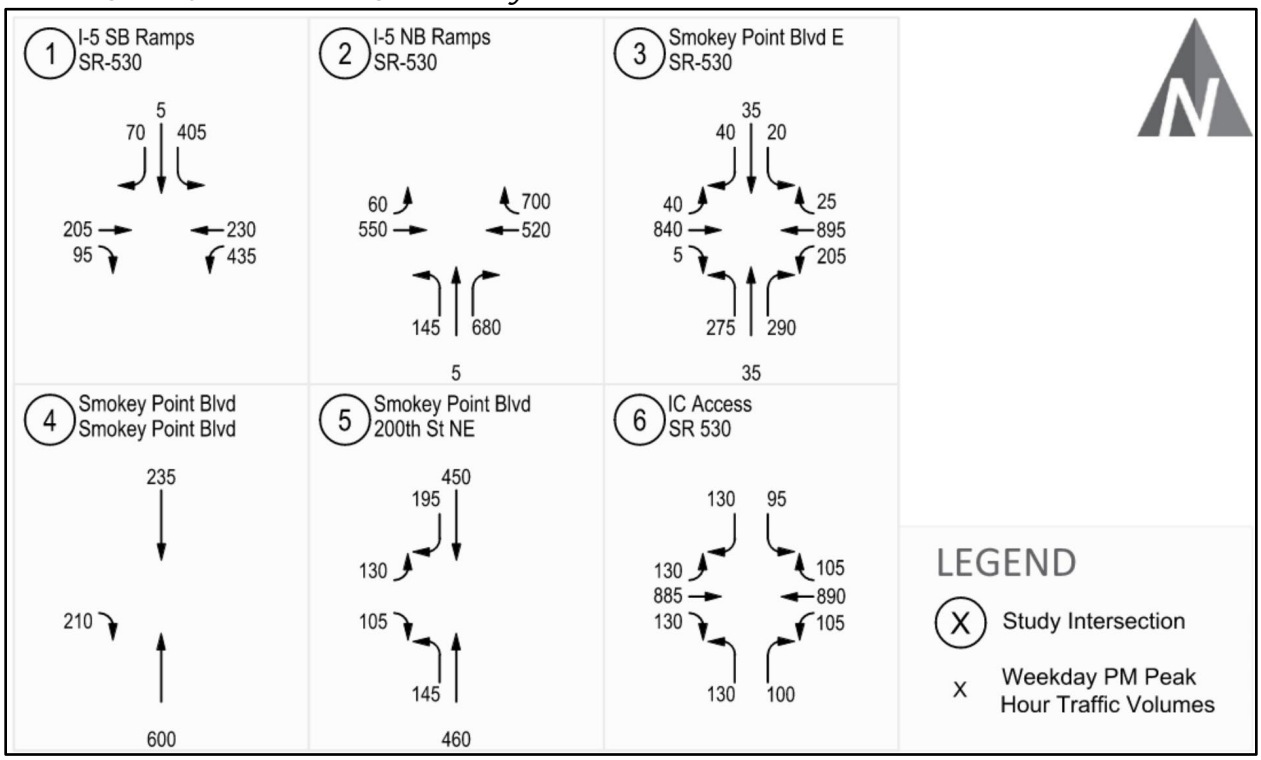
Exhibit 3.2.2-9 No Action and Action Alternatives Weekday PM Peak Hour Trip Generation

Land Use	No Action Total Trips	Alternative 2 Total Trips	Alternative 3 Total Trips
Residential	3	2	2
Office	27	0	0
Retail	1,228	1,611	3,507
Total	**~~1,228~~ 1,258**	**1,613**	**3,509**

Source: Arlington Travel Demand Model, Transpo Group, June 2025

As shown in Exhibit 3.2.2-9, a total of 3,509 weekday PM peak hour trips are anticipated to be generated under Alternative 3, which is about three times more than the No Action and two times more than Alternative 2. The total Alternative 3 volumes (2044 forecast plus Alternative 3 trips) are shown on Exhibit 3.2.2-10.

Exhibit 3.2.2-10 Alternative 3 Weekday PM Peak Hour Volumes



Source: Transpo Group, 2025

TRAFFIC OPERATIONS

Traffic operations were evaluated based on intersection operations within the defined study area. Exhibit 3.2.2-11 provides a summary of the intersection operations for Alternative 3 compared to the No Action and Alternative 2 conditions. Detailed LOS worksheets are provided in Appendix C.

Exhibit 3.2.2-11 Comparison of No Action and Action Alternatives 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Traffic Control	LOS Standard	No Action			Alternative 2			Alternative 3		
			LOS[1]	Delay[2]	WM[3] or v/c[4]	LOS	Delay	WM or v/c	LOS	Delay	WM or v/c
1. I-5 SB Ramps/SR 530	Prop. RAB	C	B	13.1	0.64	B	13.2	0.65	B	13.3	0.66
2. I-5 NB Ramps/SR 530	Prop. RAB	C	B	11.4	**0.91**	B	13.2	**0.94**	C	21.4	**1.05**
3. Smokey Point Boulevard/ SR 530	Planned RAB	C	C	23.1	**1.03**	C	27.7	**1.06**	**D**	**43.9**	**1.16**
4. Smokey Point Boulevard/ Smokey Point Boulevard	Two-Way Stop	C	B	10.7	EB	B	10.7	EB	B	11.5	EB
5. Smokey Point Boulevard/ 200th Street NE	Prop. RAB	D	A	6.0	0.48	A	6.0	0.47	A	6.2	0.56
6. Island Crossing Access/SR 530	New RAB	C	-	-	-	A	6.6	0.84	B	16.8	0.96

Source: Transpo Group, 2025

*Notes: **Red bold** indicates LOS standard is not met or V/C ratio higher than 0.90 threshold.*

1. *Level of service (LOS) based on Highway Capacity Manual 7th Edition.*
2. *Average delay in seconds per vehicle.*
3. *Worst movement reported for unsignalized intersections where EB = eastbound.*
4. *v/c (volume/capacity) reported for roundabout intersections.*

As shown in Exhibit 3.2.2-11, Alternative 3 would result in increases in intersection delay compared to the No Action Alternative and Alternative 2. The Smokey Point Boulevard/SR 530 intersection would operate at LOS D and not meet the LOS C standard. The Smokey Point Boulevard/SR 530 and I-5 Northbound Ramps/SR 530 intersections would have a v/c ratio higher than 0.90 like the evaluation of the other alternatives and widening may be needed to maintain the 0.90 threshold. Transportation mitigation measures are described in section in 3.2.3.

TRAFFIC SAFETY

Traffic generated by Alternative 3 could result in a proportionate increase in the probability of collisions. However, like Alternative 2, Alternative 3 incorporates street design features to address existing safety issues. Traffic safety impacts for Alternative 3 are anticipated to be similar to Alternative 2. This alternative would elevate SR 530 so safety issues related to flood would be eliminated.

3.2.3 Mitigation Strategies

This section presents mitigation measures that would offset or reduce potential transportation impacts of the Alternatives. Mitigation measures include physical improvements to intersections and roadways to facilitate vehicular traffic.

Potential Policy Changes

Consideration could also be given to changes to the jurisdictions LOS policy and/or v/c ratio threshold. Increasing capacity at intersections and along the roadway system may improve LOS for vehicles; however, it could create impacts for other modes. The City and/or WSDOT may desire to revisit LOS policies to have a more multimodal LOS that gives priority to other modes and considers connectivity of the pedestrian and bicycle network and/or minimizing barriers for non-auto modes. For example, a v/c ratio over 0.90 and/or a LOS standard of D instead of C may be considered acceptable allowing for a single-lane roundabouts to accommodate growth in the Island Crossing Subarea.

Intersection and Roadway Improvements

Based on the identified impacts under the Alternatives, SR 530 within the Subarea should be improved and intersection improvements are recommended at key intersections along the SR 530 and Smokey Point Boulevard corridors. Arlington's TMP identified improvements at the study intersections that have been assumed as part of the analysis; however, funding is uncertain at the I-5/SR 530 interchange and additional improvements at the SR 530/Smokey Point Boulevard intersection are needed beyond those included in the traffic impact fee (TIF) program.

I-5/SR 530 INTERCHANGE

The analysis of the alternatives assumes roundabouts are constructed at the SR 530 interchange. The need for roundabouts was identified based on the evaluation completed for the City's TMP as well as a review of the affected environment. In addition, the analysis of alternatives identifies the potential for a v/c ratio greater than 0.90 in 2044 resulting in the need for the single-lane roundabout with an additional northbound right-turn lane at the I-5 northbound ramps to provide a v/c ratio less than 0.90. With the roundabout improvements and the right-turn lane, the interchange would meet the LOS C standard and have a v/c ratio of less than 0.90. Funding for the interchange improvements is uncertain, and this project is not included in the City's TIF program. Planning level cost estimates indicate that roundabout improvements at the ramp terminals without widening the underpass would be approximately $14 million. Specific mitigation for the interchange would need to be coordinated with WSDOT and could include payment of an impact or proportional share fee or other agreed upon mitigation. The proportional share of the alternatives at the intersection is 2% for the No Action, 5% for Alternative 2 and 20% for Alternative 3.

SR 530 ROADWAY AND SR 530/SMOKEY POINT BLVD INTERSECTION IMPROVEMENTS

Alternatives 2 and 3 improve SR 530 including elevating the road and constructing a new culvert as part of mitigation for flood and safety. Additional detail on the SR 530 improvement is provided in the street improvement discussion under incorporated plan features. Improvements along SR 530 would need to be developed as one project to allow for elevating the road and constructing culvert; therefore, rather than frontage improvements along SR 530 with Alternatives 2 and 3, the city would collect proportional share fees to complete SR 530 improvements as a capital project.

Arlington's 6-Year TIP 2025-2030 includes construction of a roundabout at the SR 530/Smokey Point Boulevard intersection. Construction of the single-lane roundabout at the SR 530/Smokey Point Blvd intersection is included in the City's TIF. The analysis of the alternatives shows that for the No Action and Action Alternatives the v/c ratio would be greater than 0.90 and with Alternative 3 the SR 530/Smokey Point Blvd intersection would not meet the LOS C standard. The roundabout is being designed for potential expansion to two lanes along SR 530. With the expansion of the roundabout, the SR 530/Smokey Point Blvd intersection would operate at LOS A and have a v/c ratio of 0.51. There are no current funded projects that expand the SR 530/Smokey Point Boulevard proposed roundabout. Improvements will be needed at this intersection with or without Alternatives 2 and 3. To mitigate the impacts of the Alternatives, it is recommended that developments within the study area contribute a percent proportionate share of identified transportation improvement projects.

PROPORTIONAL COST SHARE

Exhibit 3.2.3-1 provides a summary of the mitigation and the Alternatives pro-rata cost estimates. The pro-rata is calculated based on the net new Subarea trips and the total

projected traffic at the intersections based on the alternative. Alternative 1, No Action, is not part of the proportional share cost since it would not implement the SR 530 improvements and it is assumed that the v/c threshold does not result in required improvements at the Smoke Point Blvd/SR 530 intersection.

Exhibit 3.2.3-1 Summary of Mitigation and Alternative Pro-Rata Cost

Percent Pro-Rata Share[1] (Pro-Rata Cost in millions of $)[2]				
Improvement	Estimated Cost (2024 dollars)	Alt 1	Alt 2	Alt 3
Smokey Point Blvd/SR 530				
Expand to a two-lane roundabout. The city is currently designing and included in the TIF a one-lane roundabout that can be expanded.	$6.73 million	NA	NA	20% ($1.35)
SR 530 Improvements				
Improve SR 530 including elevating road, constructing compensatory floodwater storage and 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	NA	5% ($1.02)	20% ($4.08)
Construct single-lane roundabout along SR 530 to provide access and circulation.	$6 million	NA	5% ($0.30)	20% ($1.20)
Total Costs		**NA**	**$1.32**	**$6.63**

Source: Transpo Group, 2025
Notes: NA = Not applicable to alternative.
1. *Based on the overall growth in trip ends for the Subarea.*
2. *Percent Pro-Rata Share x Estimated Total Cost*

The total proportional share of the mitigation improvement cost could be charged using a per trip fee. Considering the total cost of the Island Crossing development share and the new trips generated by the Subarea, the fee per trip would be between approximately $2,300 and $2,700 per new PM peak hour trip.

Incorporated Plan Features

STREET IMPROVEMENTS

The No Action Alternative includes frontage improvements following City and State design standards.

Alternatives 2 and 3 would incorporate the street design outlined in the Island Crossing Subarea Plan, 2025. Improvements along SR 530 would need to be developed as one project to incorporate elevating the road and constructing a culvert; therefore, rather than frontage improvements along SR 530 with Alternatives 2 and 3, the City would collect proportional share fees to complete SR 530 improvements as a capital project. The street design 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 under Alternatives 2 and 3 consolidates the property access points to reduce the number of driveways along SR 530 and improve safety. Exhibit 3.2.2-5, presented in the impacts section, 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 3.2.2-6 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 uses on foot rather than driving within Island Crossing. Proportional share cost related to SR 530 and the midblock roundabout are described in Exhibit 3.2.3-1.

TRANSPORTATION STRATEGIES

The City of Arlington Island Crossing Subarea Plan, 2025 includes transportation strategies to improve safety, comfort, connectivity and multimodal travel through and within the area. The strategies also help to encourage non-auto travel within Island Crossing to help reduce the traffic impacts related to vehicles. The strategies are described below.

SR 530 STREET DESIGN AND OTHER TRANSPORTATION IMPROVEMENTS

These strategies overlap with the mitigation measures described in the intersection improvements and incorporated plan features.

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 storm water to the extent feasible.

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.

STREET DESIGN STANDARDS/INTER-SITE CONNECTIVITY

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 Subarea Plan strategy LU-6 Inter-site Connectivity for conceptual locations of streets to be dedicated to the City for the City to construct and maintain.

BIKE PARKING

T-10 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.

TRANSIT SUPPORT

T-11 Explore opportunities with Community Transit to provide microtransit services to/from Island Crossing.

T-12 Design and construct facilities such that opportunities for transit service are not precluded.

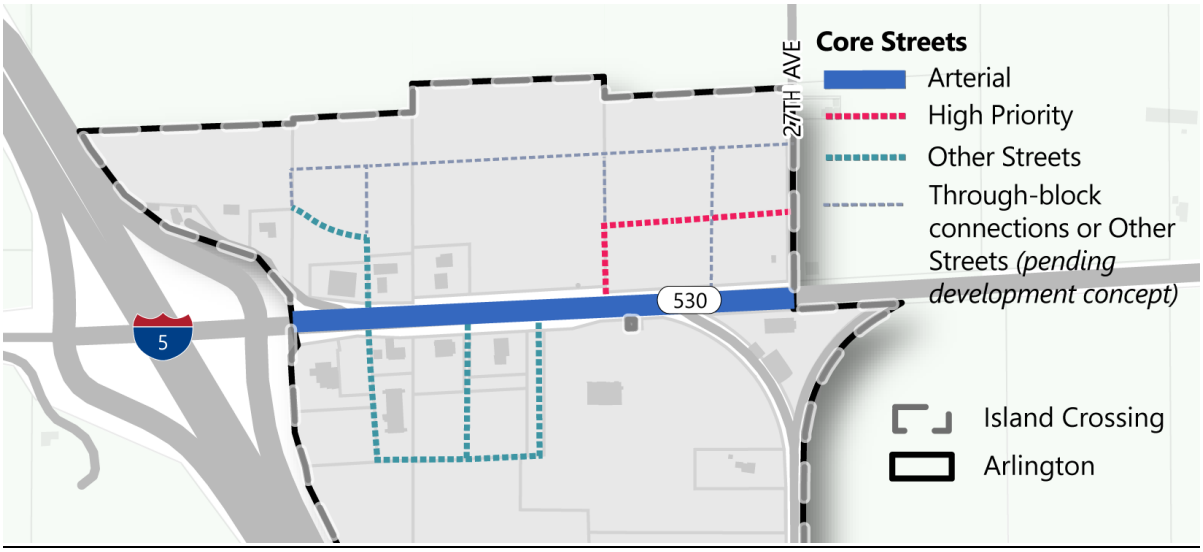
LAND USE AND URBAN DESIGN – INTER-SITE CONNECTIVITY

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. Work with property owners to establish access easement.

AMC CHAPTER 20.119.060 – STREET DESIGN STANDARDS

New Island Crossing standards to be adopted with the Subarea Plan will require street and through-block connections to be built with redevelopment as mapped Exhibit 3.2.3-2 Standards include maximum block face and length and street design by classifications, also mapped in Exhibit 3.2.3-2.

Exhibit 3.2.3-2 Street Network



Note: The dashed lines indicate proposed street or connection conceptual locations. Applicants may propose alternate locations that meet the purpose of AMC section 20.119.060(c) and intent of the Island Crossing Subarea Plan.
Source: AMC Chapter 20.119 Island Crossing Development Standards, Figure 2 Street Network, City of Arlington, MAKERS, 2025

Regulations and Commitments

TRANSPORTATION IMPACT FEES

Mitigation will be collected in the form of transportation impact fees. The City of Arlington has a traffic impact fee (TIF) program. Impact fees will be determined at a project level when permit applications are filed. The following projects with the Island Crossing Subarea are included in the current TIF program:

- SR 530/Smokey Point Blvd intersection. Construction of a single-lane roundabout. This project is being coordinated with WSDOT, Stillaguamish Tribe, City of Arlington, Snohomish County. The project is part of the City of Arlington 6-Year Transportation Improvement Plan (TIP) 2025-2030.
- Smokey Point Boulevard/200th Street NE. Single-lane roundabout.
- Smokey Point Boulevard 200th Street NE to SR 530. Widen to a 3-lane facility including sidewalks.
- Smokey Point Boulevard 200th Street NE to SR 530. Provide a multi-use trail along Smokey Point Boulevard.

TRAFFIC MITIGATION AGREEMENTS

SR 530 also serves as a major regional route for Snohomish County. The Arlington travel demand model estimates about 40 to 50% of the growth at the study intersections would be related to travel from outside of the City of Arlington. Arlington has an interlocal agreement with Snohomish County related to mitigation of transportation impacts[2]. Per the agreement, Arlington can determine transportation impacts of County developments in transportation service area (TSA) A on City streets including state highways. The City may request that County development contribute a proportionate share of programmed capacity improvements to mitigate impacts to City streets. Given the amount of growth outside the Subarea that is anticipated to impact the study area intersections, it is recommended that County development pay a proportional share towards the improvements identified in Exhibit 3.2.3-1. The amount paid should be calculated based on the current interlocal agreement and the fee per trip identified as part of the Final EIS.

COMPLETE STREETS

Arlington Complete Streets Policy (November 2018) would need to be followed as part of the subarea development. The policy addresses the needs of all users of the transportation system. As noted previously, the City has identified Smokey Point Boulevard as critical to citywide non-motorized connectivity.

3.2.4 Significant Unavoidable Adverse Impacts

With implementation of the planned improvements in the study area and proposed mitigation measures, there would be no significant and unavoidable impacts related solely to the proposed alternatives.

[2] 1999 Agreement on Reciprocal Mitigation of Transportation Impacts accessed June 27, 2025 https://snohomishcountywa.gov/DocumentCenter/View/6740/Arlington--1999-Agreement?bidId=

3.3 Water

3.3.1 Affected Environment

STILLAGUAMISH RIVER FLOODPLAIN

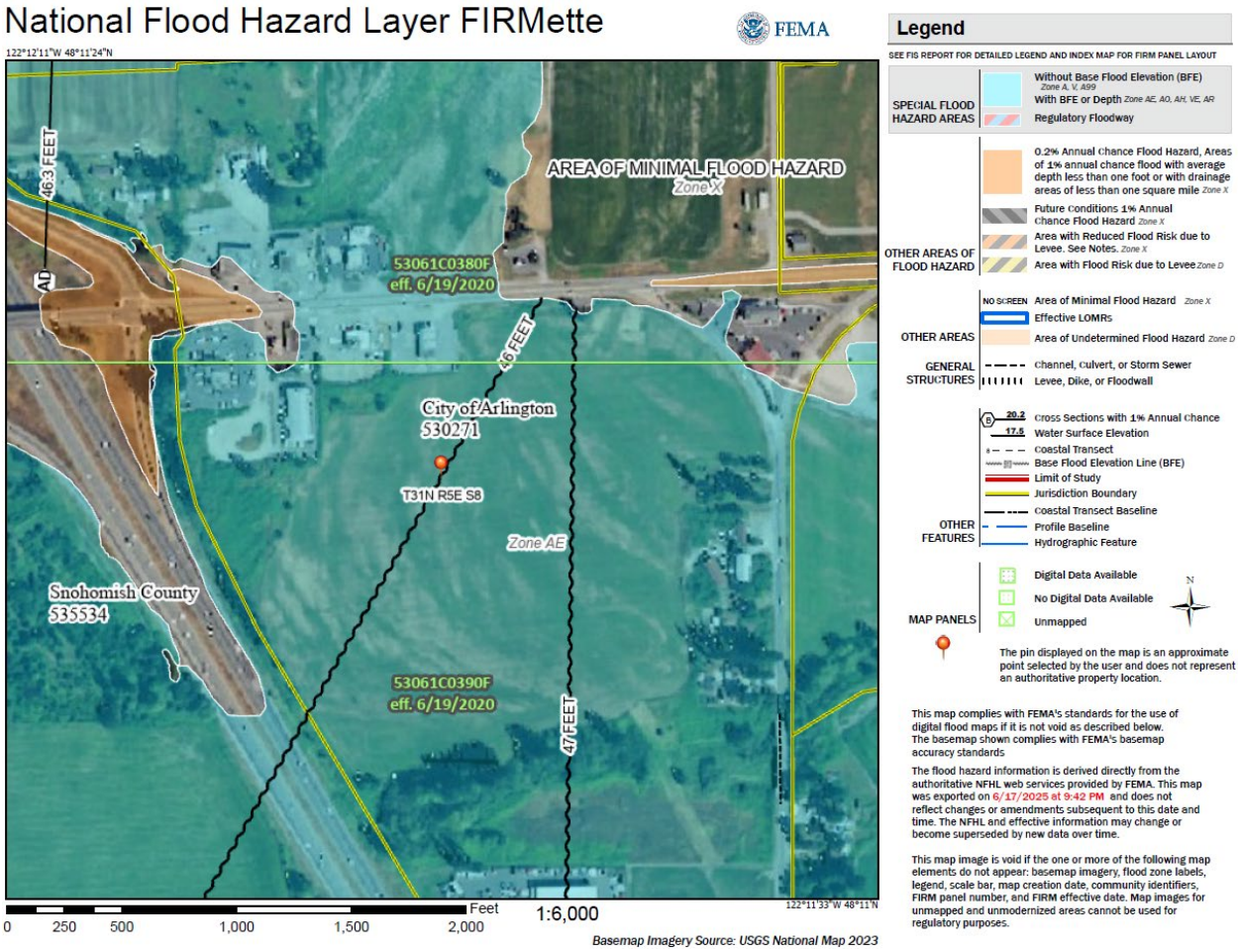
The subarea lies just south of the Stillaguamish River. Nearly the entire subarea is within the mapped 100-year floodplain of the river, the only exception being a small portion of high ground at the northeast corner of the subarea and the approaches to the State Route (SR) 530 interchange to I-5 (Exhibit 3.3.1-1).

In addition to nearly the entire area being within the 100-year floodplain, smaller flood events from the Stillaguamish River routinely inundate portions of the subarea (Exhibit 3.3.1-2), though it is outside the floodway. In particular, a swale extends through the middle of the subarea from north to south in the northern half of the subarea. Water from the swale is conveyed across State Route (SR) 530 where the swale intersects the roadway. A culvert at this location is intended to carry flood water from the Stillaguamish River under SR 530. However, the culvert is undersized and frequently plugs, as it did in December 2023, causing floodwaters to flow over the roadway (Exhibit 3.3.1-2). When the culvert is operating, flow is delivered to a series of stormwater facilities, which function both stormwater and flood compensatory functions, south of SR 530 and described in the next section.

Flooding during modest flood events sometimes results in inundation of existing development and pollutant generating surfaces, including flow over SR 530. It is also a significant human health hazard to the driving public on SR 530 (Exhibit 3.3.1-2) due to fast-flowing water over the roadway. The uncontrolled inundation in developed areas is also an ongoing impact to the fisheries in the Stillaguamish River (see next section for details). The inundation of developed areas also impacts water quality. Finally, it also impacts economic activity, as flooding can damage low-lying structures throughout the subarea, triggering closure of businesses, even for floods smaller than the 100-year event.

In addition to floodwater entering the subarea directly from the river to the north, floodwater further upstream on the Stillaguamish River enters both South Slough and Portage Creek, overwhelming these streams. The flooding from the north and these streams is generally separate except during the largest (100-year event and larger) events. During flood events, both South Slough and Portage Creek swell with this influx of water from upstream and overtop their banks flooding surrounding low-lying land in the southern portion of the subarea.

Exhibit 3.3.1-1 FEMA 100-year floodplain



Source: FEMA, 2025

Exhibit 3.3.1-2 Flooding across SR 530 in December 2023

Source: Don Vanney, 2023

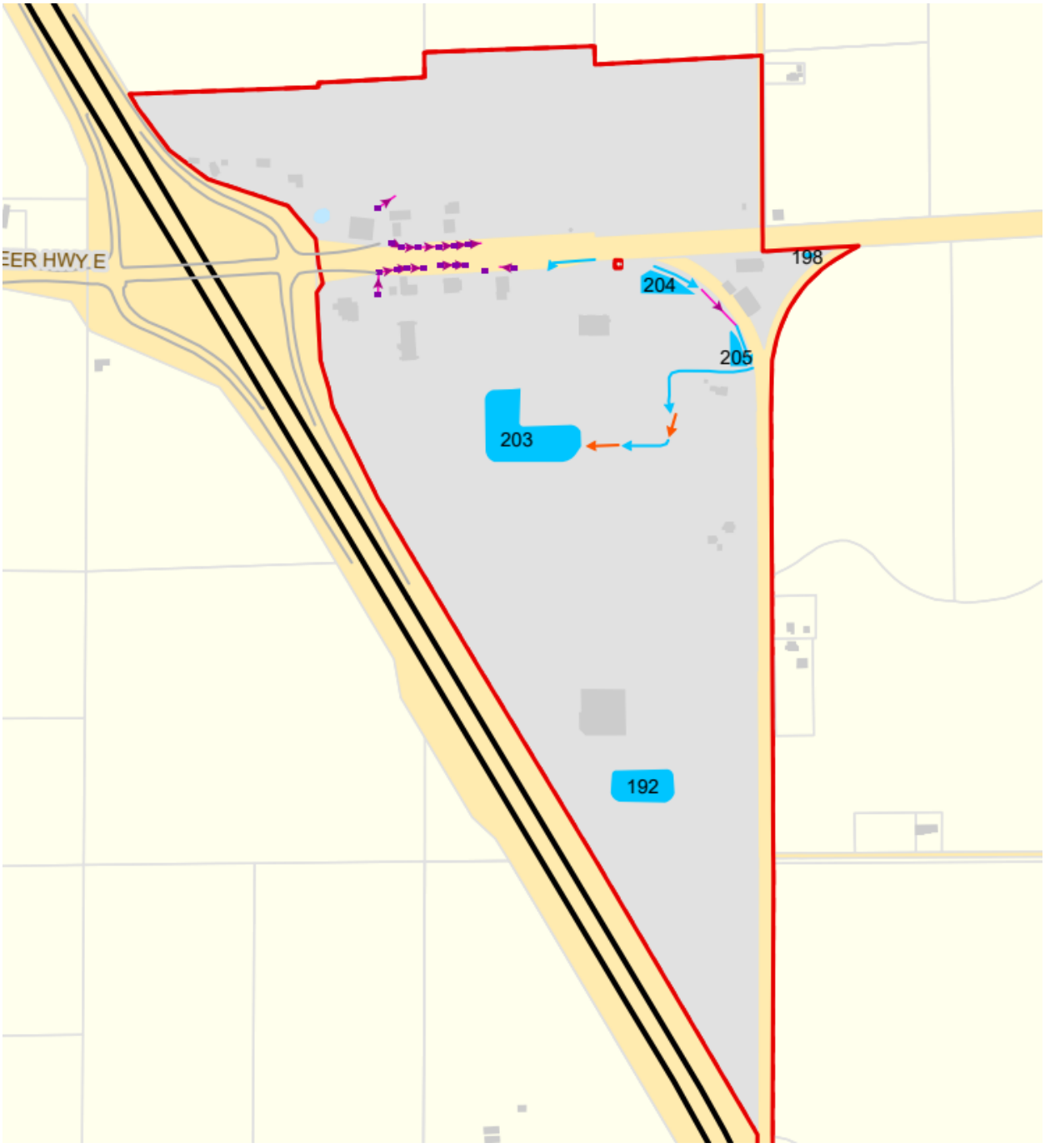
SURFACE WATER

Most surface water in the northern half of the subarea is routed through a series of constructed ditches to a series of stormwater facilities constructed to support the Pilot Truck Stop (Exhibit 3.3.1-3). This flow is complicated by the introduction of Stillaguamish River floodwater when flood events occur. The subarea includes a culvert crossing at SR 530. There are several other smaller stormwater facilities scattered just south of SR 530 and in the eastern part of the subarea.

In the southern portion of the subarea, near South Slough and Portage Creek, there is very little formal stormwater infrastructure (Exhibit 3.3.1-3).

When the Stillaguamish River is flooding, water flow from the river through the subarea is much larger than runoff. The flow is driven from the two primary sources of Stillaguamish overbank flow: 1) local overbank that arrives from the north primarily through the low-lying swale that bisects the subarea (discussed above in previous subsection), 2) flow via South Slough and Portage Creek from overbank much further upstream (east of) the subarea. The local overbank flow primarily flows north to south, whereas South Slough and Portage Creek flows primarily from east to west.

Exhibit 3.3.1-3 City of Arlington Stormwater Facility Map



Source: City of Arlington, 2025

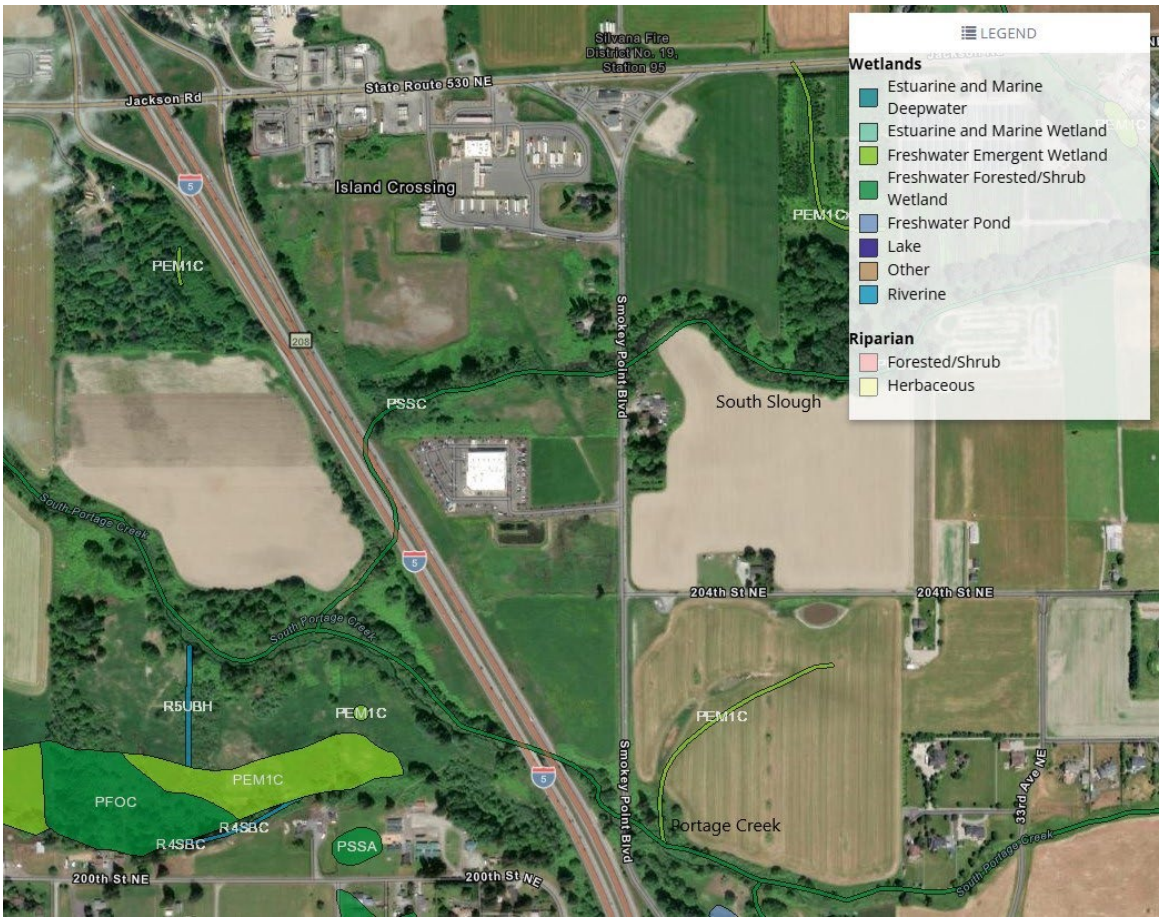
GROUNDWATER

Groundwater throughout the subarea is closely connected to the water levels present in the Stillaguamish River. As a result, the groundwater table is close to the ground surface throughout the subarea. In some places in the subarea ground level elevation has been increased by the addition of fill material, increasing the separation of the groundwater table from the land surface.

WETLANDS

The only mapped wetlands in the National Wetland Inventory (NWI) are those associated with South Slough and Portage Creek (NWI 2025, Exhibit 3.3.1-4). However, the hydrology of the area is such that ponded water is common, particularly through the swales (natural and constructed) that are located throughout the subarea. These features typically have wetland characteristics with standing water from both local runoff and Stillaguamish River inputs frequently throughout the year.

Exhibit 3.3.1-4 National Wetlands Inventory Map of the Subarea



Source: NWI, 2025

3.3.2 Potential Impacts

Impacts Common to All Alternatives

Climate change will impact all the alternatives. The Stillaguamish River is an unmanaged (i.e., lacks flood-control dams) river; therefore, it is the subject to precipitation changes associated with climate change (Tohver et al. 2013). As described in numerous scientific publications regarding climate change, including Tohver et al. (2013), this will mean larger, more frequent flood events in the fall and winter and lower flows during the dry summertime.

The Stillaguamish River, as a river delta in this area, will also aggrade (sediment will be deposited) over time, slowly raising the river bed. This will increase out-of-bank flow during flood events, regardless of changes to the hydrology of the river itself and may be exacerbated by sea level rise.

Ongoing hydrologic changes caused by existing development will also continue. In particular, SR 530 hydrologically separates the northern portion of the subarea from the southern portion during non-flood flows. I-5 will also continue to focus Stillaguamish River floodwater through existing crossings on the mainstem Stillaguamish River, South Slough, and Portage Creek. Heightened runoff from existing impervious surfaces will continue in all the alternatives.

STILLAGUAMISH RIVER FLOODPLAIN

More frequent large flood events in the Stillaguamish River are expected to occur in the future. Flooding intensity and frequency will be exacerbated by ongoing sedimentation in the lower Stillaguamish River, triggering out-of-bank flow more regularly than has occurred in the past.

South Slough and Portage Creek are less understood. Their inputs are a combination of local runoff, groundwater, and residual overtopping and flooding from the Stillaguamish River. As a result, high/flood flows will likely increase, but the magnitude of that increase is highly uncertain since it is dependent on development outside of the City and geomorphic changes in the river itself.

SURFACE WATER

More intense precipitation events are expected as a result of climate change. These increases may overwhelm existing stormwater infrastructure and trigger local inundation on some existing developed parcels that were developed prior to modern stormwater regulations.

GROUNDWATER

On average, groundwater levels are expected to increase throughout the subarea over time, primarily because of aggradation in the Stillaguamish River, raising the bed of the river and therefore the groundwater table. Seasonal variation is also expected to increase with higher groundwater levels in the winter than current conditions, while summer lows may be lower

than historical levels due to decreased summer precipitation. These variations are included in an overall increase in average annual levels.

WETLANDS

Impacts to wetlands or their regulatory buffers as defined by the Arlington code, may require permits and compensatory mitigation from the City of Arlington, the Washington Department of Ecology (Ecology), and the U.S. Army Corps of Engineers (USACE). See section 3.3.3 for an overview of applicable regulations.

Under all alternatives, some degree of wetland loss may occur due to development activities, including grading, filling, and construction within or near jurisdictional areas. While mitigation would be required, the loss or degradation of these aquatic resources could reduce the overall water storage capabilities and water quality within the subarea.

It is unclear what changes will occur to wetlands from climate change. Wetland areas are expected to be wetter in the fall and winter and drier in the summer. Ongoing degradation from water quality impacts from SR 530 and other pollutant generating surfaces is expected.

Alternative 1: No Action

STILLAGUAMISH RIVER FLOODPLAIN

As in existing conditions, flooding will impact the subarea. These impacts will continue to occur and likely increase over time as flow increases in the Stillaguamish River, increasing flooding inundation and frequency. Flooding will also likely increase due to aggradation in the river channel itself. This means that flood waters will overtop SR 530 more frequently. As a result, businesses will be flooded more often and to greater depth. Exposure to additional pollutant generating surfaces will decrease water quality of the flood water over time. It will also continue to endanger traffic on SR 530 during flood events. Flooding may increase to the point where existing low-lying development becomes economically infeasible.

SURFACE WATER

Surface water will continue to be routed as it is now. The primary system south of SR 530 is generally oversized for local heavy rain events, even accounting for precipitation increases due to climate change. Although built to accommodate some unknown amount of Stillaguamish River input, it is often not engaged properly due to the frequent blockage of the SR 530 culvert. The culvert, already poorly performing, is expected to continue to degrade, increasing overtopping of the roadway over time, regardless of flood input changes.

On-site stormwater storage would be required for any new development, however increased Stillaguamish flooding would make adequate drainage runoff management challenging. It is likely that regulatory and site constraints will discourage new development.

GROUNDWATER

Average annual groundwater level increases would be modest under this alternative. It is unclear whether the groundwater elevation increases associated with Stillaguamish River aggradation will have significant impacts on the resources in the area, or the performance of existing stormwater infrastructure.

WETLANDS

Wetlands could expand on those parcels incapable of being developed, partly due to increased flood inundation and rising groundwater levels. These wetlands may be disturbed by past fills and land uses, fragmented due to surrounding development, and provide minimal ecological connectivity in terms of habitat, hydrologic, and water quality functions. However, development may increase their value in maintaining the baseline hydrologic and water quality functions in the subarea.

Alternative 2: Subarea Plan Partial Implementation

STILLAGUAMISH RIVER FLOODPLAIN

Improvements to SR 530 will eliminate routine overtopping of SR 530 by raising the roadway and improving conveyance across it by expanding the culvert. This will better engage the large stormwater system on the south side of SR 530. The improvements might not eliminate all overtopping, since portions of the highway mostly outside of the City's jurisdiction might remain below the 100-year water surface elevation, but the risks to the driving public would be reduced compared to existing conditions and Alternative 1. These improvements will also improve water quality when flooding occurs.

The lack of a new regional compensatory floodwater/stormwater storage facility means that flooding will likely continue to impact existing businesses, but flooding will be reduced compared to Alternative 1 and existing conditions due to the improved culvert, particularly on the north side of SR 530 where impoundment (i.e., water collecting on the upstream/north side) on the highway prism is common.

There will be very little impact to the southern portion of the subarea since it is hydrologically distinct from the SR 530 improvement area.

On-site flood storage or elevation of structures would be required for any new development (in addition to the stormwater storage discussed below). Such measures are expensive and may not be feasible in all cases. It is likely that these constraints will dissuade new development from being constructed

SURFACE WATER

With improvements to the SR 530 culvert, the primary stormwater facility south of Pilot serving the SR 530 area will see increased use as both a stormwater facility and compensatory flood storage facility. However, over time the increases in flood magnitude

and frequency, both from existing and increased out-of-bank flow, may eventually overwhelm the facility. It is unclear what impact if any this would have on adjacent development.

On-site floodwater/stormwater storage would be required for any new development (in addition to the compensatory floodwater storage discussed above), but it would be complicated by the inability or expense to meet regulatory requirements for stormwater management. It is likely that these constraints will dissuade new development from being constructed.

Water quality will be improved due to reduced SR 530 overtopping and associated contamination. Somewhat lower flood elevations on the north side of SR 530 (due to improved culvert to the southside facility) may facilitate better function of local stormwater facilities on this side of the highway. Lower flood elevations in developed areas will also reduce flood damage to existing development, though it will not eliminate it. Otherwise, drainage patterns during non-flood events are unlikely to change significantly.

GROUNDWATER

No significant additional stormwater storage capacity will be added in this alternative compared to Alternative 1, so there will not be an increase in recharge. Like Alternative 1, groundwater changes would be modest. It is unclear whether the groundwater elevation increases associated with Stillaguamish River aggradation will have significant impacts on the resources in the area, or the performance of existing stormwater infrastructure.

WETLANDS

Changes to wetland hydrology would generally be modest and similar to Alternative 1, at least on those properties that remain undeveloped. Wetlands could expand on those parcels incapable of being developed, partly due to increased flood inundation and rising groundwater levels. These wetlands may be disturbed by past fills and land uses, fragmented due to surrounding development, and provide minimal ecological connectivity in terms of habitat, hydrologic, and water quality functions. However, development may increase their value in maintaining the baseline hydrologic and water quality functions in the subarea.

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

STILLAGUAMISH RIVER FLOODPLAIN

Full implementation of the Subarea Plan will reduce flooding on existing developed properties throughout the northern half of the subarea by storing floodwater and better conveying it across SR 530. It will likely not significantly impact the southernmost end of the subarea, since these southern areas are generally hydrologically disconnected from northern-originated flooding during most flood events. It will also significantly reduce risk to the driving public on SR 530. It may be sufficient to eliminate all overtopping of SR 530

(unlike the other alternatives). It also will be more able to accommodate the increasing flooding due to climate change. Finally, it will improve water quality of floodwater, which would also likely have habitat benefits (discussed in detail in the next section).

SURFACE WATER

During non-flood precipitation events the new regional floodwater/stormwater storage facility will address all the runoff treatment in the subarea, regardless of the expected increased development. The improvements will improve groundwater recharge and likely wetland function.

The regional floodwater/stormwater facility will assist the management of Stillaguamish River floodwater. It will reduce impact of heightened flooding on the existing stormwater network south of SR 530. It will reduce flood elevations in developed portions of the subarea, increasing the feasibility of new development and reducing flood exposure of existing properties. The facility will improve water quality by more efficiently addressing runoff and floodwater as required by current regulatory requirements.

GROUNDWATER

Groundwater recharge would increase in this alternative and may raise the groundwater water slightly and locally, assuming that the design can accommodate rising annual average groundwater levels over time. The floodwater/stormwater facility and associated infrastructure would likely cause total infiltration to increase during flood events. This increased recharge would store more floodwater underground and mediate the larger seasonal variations expected to occur due to climate change.

WETLANDS

The proposed regional floodwater/stormwater facility will likely have a wetland component. Although it is likely that some of the facility area is already a wetland, the facility would likely incorporate wetland features and include greater wetland areas than currently exist north of SR 530. These would be enhanced over time by a rising groundwater table. More formal connection to the Stillaguamish River would further enhance the function of the wetlands.

3.3.3 Mitigation Strategies

Incorporated Plan Features

All alternatives will incorporate applicable regulations and require compensatory mitigation for new development to minimize impacts on wetlands, streams, floodplain function and water quality as described in the Regulations and Commitments section. As part of the draft Subarea Plan in Alternative 3, mitigation measures include identifying and supporting multi-purpose compensatory floodwater storage areas, such as floodable organic agricultural or recreational lands, to reduce flooding impacts on SR 530 and adjacent properties while improving water quality, reducing damage to infrastructure from flooding, enhancing habitat connectivity, and maintaining ecological function.

Alternatives 2 and 3 will be aligned with the current Stormwater Management Manual for Western Washington (SMMWW), as revised. The ICSM will also coordinate all stormwater treatment in the subarea, both existing and future development. All future development in Alternative 1 will also have to meet the requirements of SMMWW, though it will be implemented on a piecemeal basis – and not for the entire subarea (i.e., not for those areas that have existing development and it will not be coordinated across the subarea).

530 LANDSCAPING

Landscaping along SR 530 will incorporate green stormwater infrastructure (GSI) features, slowing stormwater flows.

Regulations and commitments

Exhibit 3.3.3-1 includes a list of regulations and commitments related to water quality and flooding for development actions. A more detailed list is provided in the Natural Environment

section that addresses other natural resources concerns. Existing regulations requiring mitigation of impacts to water resources would continue to apply under all alternatives.

Exhibit 3.3.3-1 Federal, State and Local Laws, Plans and Policies.

REGULATORY PROGRAM OR POLICIES	LEAD AGENCY	DESCRIPTION
Clean Water Act Section 404 - 33 USC 1251–1387 (CWA)	U.S. Army Corps of Engineers	The CWA is the primary federal law governing water pollution and fill with the objective to restore and maintain the chemical, physical, and biological integrity of the nation's waters.
Hydraulic Code RCW Chapter 77.55	Washington Department of Fish and Wildlife	Work that affects the flow or bed of freshwater or marine waters, including areas above the bank, requires an hydraulic project approval (HPA). WDFW issues general HPAs for routine maintenance and preservation activities. This may include any number of the swales, ditches and side channels in the subarea.
Arlington Municipal Code (AMC) Chapter 20.93 Critical Areas Ordinance	City of Arlington	Arlington regulates trees, fish and wildlife habitat conservation areas, wetlands, and other critical areas under Chapter 20.93 of AMC. The also City regulates shoreline use, development, and ecological protection through its Shoreline Master Program, adopted under the Shoreline Management Act.
State Environmental Policy Act (SEPA)	City of Arlington	SEPA identifies and analyzes environmental impacts associated with governmental decisions. SEPA can be used to modify or deny a proposal to avoid, reduce, or compensate for probable impacts.
Arlington Municipal Code Chapter 20.64 Floodplain Development Regulations	City of Arlington	Most of the subarea is within the FEMA 100-year floodplain (Exhibit 3.3.1-1) and is therefore regulated by Chapter 20.64. Any new development within the 100-year floodplain, in whole or in part, would be required to obtain a flood hazard permit, as described in Section 20.64.125. This will likely entail significant documentation of how flooding will be addressed by the development.
Arlington Municipal Code Chapter 13.28 Stormwater Utility	City of Arlington	Any new construction in any of the alternatives would have to comply with Section 13.28.210, which requires a Construction Drainage Permit. This document may have to be combined with Flood Hazard Permit mentioned in the row above.

Other Potential Mitigation Measures

The City of Arlington has an opportunity to protect City water quality from additional impacts by providing space for floodwaters and separating developed uses from common flow pathways. Specific actions could include:

- Encouraging restoration of degraded critical areas and buffers to support slowing of flow, water storage, and infiltration.

- Working with neighboring jurisdictions to restore floodplain areas to slow flow from the Stillaguamish River and reduce flood water surface elevations.
- Implementing opportunities to use stormwater facilities and green stormwater infrastructure beyond the regulatory requirements that can improve groundwater recharge and surface water quality.
- Encourage infiltration of runoff as a part of new development where feasible to improve and provide storage volume during extreme events.
- Planning for climate resilience of natural areas, using a regional landscape-scale approach.

3.3.4 Significant Unavoidable Adverse Impacts

In Alternative 1, there remains significant and increasing flood impacts associated with unregulated flooding and piecemeal stormwater and flood management for existing and new development. These impacts are not only to the natural environment but produce unsafe conditions for the driving public and users of the low-lying development in the area. They also degrade water quality through piecemeal stormwater management and unregulated flooding.

3.4 Natural Environment

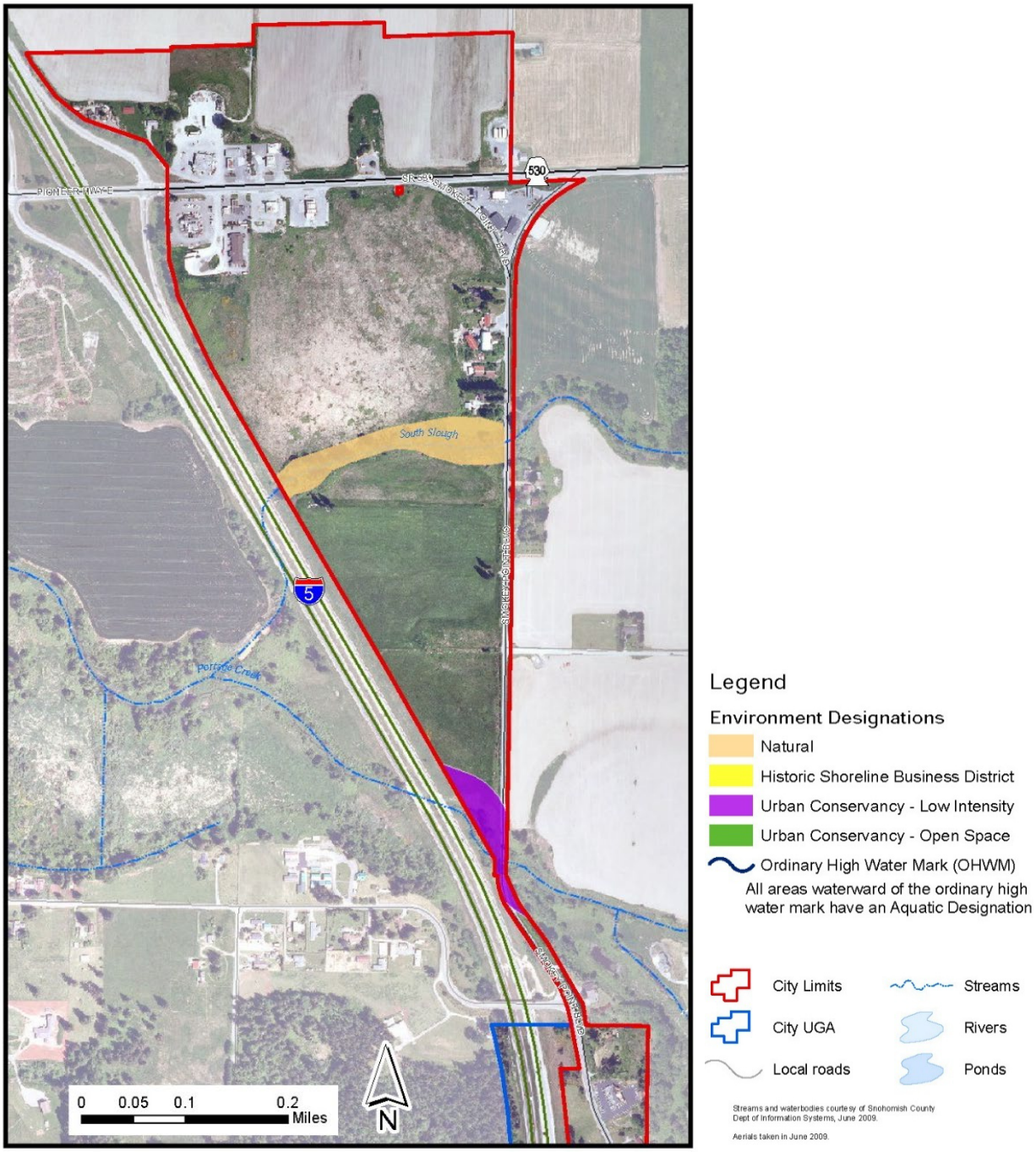
3.4.1 Affected Environment

SEPA elements of the Natural Environment include streams, wetlands, terrestrial habitat, and priority habitats that support species listed by state or federal agencies as endangered, threatened, sensitive, or of local importance. Mapped habitat areas are primarily identified using the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) data, the Statewide Washington Integrated Fish Distribution (SWIFD) dataset, and the National Wetlands Inventory (NWI), supplemented by aerial imagery review and field observations.

STREAM, RIPARIAN, AND WETLAND HABITAT

Within the subarea, South Slough and Portage Creek are both designated as Type S, fish-bearing Streams (Exhibit 3.4.1-1). Based on WDFW and WSDOT fish passage inventories, all mapped culverts in the subarea are currently passable to fish (WDFW 2025a). Documented fish use and federal and Endangered Species Act (ESA) status is summarized in Exhibit 3.4.1-2 (WDFW, 2025b, 2025c; NWIFC, 2025). In addition, Portage Creek is designated critical habitat for the Puget Sound Distinct Population Segment of Steelhead trout in accordance with the ESA (NOAA Fisheries, 2025).

Exhibit 3.4.1-1 National Wetlands Inventory Map of the Subarea



Source: City of Arlington, 2019

Exhibit 3.4.1-2 Fish Use of South Slough and Portage Creek.

Species	Scientific Name	Federal Status	South Slough Documented Use	Portage Creek Documented Use
Chum	*Oncorhynchus keta*	None	Gradient accessible	Gradient accessible
Chinook	*O. tshawytscha*	Threatened	Documented	Gradient accessible
Coho	*O. kisutch*	None	Gradient accessible	Documented rearing
Pink	*O. gorbuscha*	None	Gradient accessible	Gradient accessible
Sockeye	*O. nerka*	None	Documented	None
Steelhead	*O. mykiss*	Threatened	Gradient accessible	Documented rearing
Coastal cutthroat	*O. clarkii*	None	Documented	Documented
Bull trout	*Salvelinus confluentus*	Threatened	None	Presumed

Table Note: "Gradient accessible" means the stream is passable for salmon, and while none have been documented, they may still reach the area.

Source: WDFW, 2025b, 2025c; NWIFC, 2025

Both streams lie within the 100-year floodplain of the Stillaguamish River and within the subarea. They are designated under the City of Arlington Shoreline Master Program as follows:

- South Slough: Natural. This designation prioritizes long-term ecological functions with limited development.
- Portage Creek: Urban Conservancy – Low Intensity. This designation allows low-density development while maintaining shoreline ecological functions.

In accordance with the Shoreline Master Program, a 150-foot buffer is required for all regulated activities adjacent to fish and wildlife habitat conservation areas that support ESA-listed fish species (City of Arlington, 2019). The buffer consists of:

- A 100-foot inner zone where no human activity is permitted except specific approved uses (see SMP.430); and
- A 50-foot outer management zone where vegetation may be modified only for public health and safety concerns.

However, buffer widths may be increased on a case-by-case basis when needed to protect critical area functions as described in Chapter 20.93.

Instream habitat in both watercourses is low gradient and generally low in complexity with minimal large woody debris. The streams interact with the surrounding floodplains and wetlands and therefore provide some flood flow refugia for fish. However, large flood events can lead to fish stranding (i.e. trapped in places where they can't get back to the main channel). This stranding may occur for fish coming from the South Slough and Portage Creek systems as well as from the Stillaguamish River directly. Instream shading from riparian vegetation is variable. At South Slough the riparian canopy is primarily deciduous including

black cottonwood, red alder, and willows. Common invasive species include Himalayan blackberry and reed canarygrass are also prevalent. At Portage Creek the riparian vegetation community is similar but incorporates some small conifers such as western red cedar in some reaches.

The National Wetlands Inventory (NWI) identifies riverine wetlands associated with both streams in the study area (USFWS, 2025a). No other wetlands are mapped in the study area, however review of aerial imagery indicates the likely presence of seasonal depressional wetlands in undeveloped or agricultural portions of the subarea. These wetlands appear disturbed, often lacking native vegetation and habitat complexity. However, they may still offer functional habitat to birds (e.g. foraging and loafing habitat for swans) and other species accustomed to human activity.

Floodplain functions, including in Island Crossing, are of high importance to ESA-listed Chinook salmon. The Stillaguamish Watershed Chinook Salmon Recovery Plan identifies lower Stillaguamish River floodplain as a priority for floodplain restoration (Stillaguamish Implementation Review Committee, 2005). Unconstrained floodplains provide important off-channel refuge habitat during high flows, support nutrient cycling, filter floodwaters, and deposit fine sediment essential to aquatic food webs.

TERRESTRIAL HABITAT

Upland areas within the study area are visibly disturbed and characterized by weedy, non-native or naturalized vegetation, such as Himalayan blackberry and other noxious weeds. While these terrestrial areas may offer limited habitat functions, they are generally considered to have low habitat value due to the prevalence of invasive species and lack of native plant diversity.

HABITAT CONNECTIVITY

Habitat connectivity is essential for maintaining healthy wildlife populations, allowing animals to move freely across the landscape to access food, water, shelter, and breeding habitat. In areas fragmented by major highways and roads, connectivity is often severely reduced, leading to isolated populations, increased wildlife-vehicle collisions, and limited genetic exchange (Forman and Alexander, 1998).

In the study area, most terrestrial connectivity occurs in relatively undeveloped areas, where natural habitats remain contiguous and are not interrupted by dense development. In addition, bridges and elevated roadways play a key role in facilitating wildlife movement by allowing animals to pass beneath highways and major roads, which helps to maintain healthy breeding populations . These underpasses can be especially important near riparian corridors, floodplains, and wetlands, where wildlife tends to concentrate. Preserving and enhancing these landscape linkages is important to reducing the barrier effects of road infrastructure and supporting regional biodiversity (Morrison and Matthewson, 2015; Dramstad et al., 1996).

The Portage Creek Wildlife Area, located upstream of the subarea, about 1.3 miles to the east, as well as the forested riparian corridor associated with the Stillaguamish River provides additional protected habitat and ecological connectivity. While located outside of the subarea, these resources emphasize the regional importance of the study area for providing habitat connectivity in the landscape.

PRIORITY HABITATS AND SPECIES

WDFW defines priority habitats as habitats with elements unique or significant value to a large number of species (WDFW, 2021). A priority habitat may consist of a unique vegetation type or a specific habitat feature. Priority habitats in the subarea include riparian areas, instream habitats, freshwater wetlands, and potentially forested areas rich in snags and logs (WDFW, 2025c). In the subarea, as with much of Western Washington, development has significantly altered habitat conditions from the historical condition. However, undeveloped areas in the subarea, such as the riparian and wetland areas retain some valuable habitat functions. Notably, WDFW mapping indicates that agricultural fields north of SR 530 support regular concentrations of swans, which is considered a Priority Habitat requiring protection under Arlington's critical area and SMP regulations (WDFW, 2025c).

ESA listed wildlife species potentially occurring in or near the subarea and their listing statuses are provided in Exhibit 3.4.1-3. Due to the specific and often narrow habitat requirements of the listed species, combined with the high levels of existing disturbance within the study area, it is unlikely that these species occur in the project vicinity.

Exhibit 3.4.1-3 Mapped ESA Wildlife Species.

Species	*Scientific Name*	Federal Status
Marbled murrelet	*Brachyramphus marmoratus*	Threatened
Yellow-billed cuckoo	*Coccyzus americanus*	Threatened
Northwestern pond turtle	*Actinemys marmorata*	Threatened
Monarch butterfly	*Danaus plexippus*	Proposed Threatened
Suckley's cuckoo bumble bee	*Bombus suckleyi*	Proposed Endangered

Table note: ESA fish species are noted in Exhibit 3.4.1-2.

Source: USFWS, 2025b

South Portage Creek is mapped as designated critical habitat for steelhead [Puget Sound DPS], specifically for juvenile rearing (NOAA Fisheries, 2025). No other designated critical habitats are located within the subarea.

3.4.2 Potential Impacts

This section evaluates the potential ecological impacts of each alternative, focusing on how changes in land use, development intensity, and infrastructure may affect habitat quality, connectivity, and species of concern. Because certain topics (e.g. wetland loss or edge effects) are not equally relevant to all alternatives, not every topic is addressed under each alternative. Instead, the analysis emphasizes the most applicable impacts based on the nature and extent of development proposed in each alternative.

Impacts Common to All Alternatives

STREAM, RIPARIAN, AND WETLAND HABITAT

Under all alternatives, wetlands may expand as rising groundwater and increased flooding from river aggradation raises the water table and inundates adjacent low-lying areas.

Impacts to wetlands or their regulatory buffers as defined by the Arlington code, may require permits and compensatory mitigation from the City of Arlington, the Washington Department of Ecology (Ecology), and the U.S. Army Corps of Engineers (USACE). See section 3.4.3 for an overview of applicable regulations.

Under all alternatives, some degree of wetland and stream loss may occur due to development activities, including grading, filling, and construction within or near jurisdictional areas. While mitigation would be required, the loss or degradation of these aquatic resources could reduce habitat availability and ecological functions such as water filtration and flood attenuation as described in section 3.3, specifically within the subarea. This

is because compensatory mitigation has a high likelihood of occurring out of the subarea due to the limited available space within the subarea.

Climate change will also cause impacts to wetlands. Wetland areas are expected to be wetter in the fall and winter and drier in the summer. This change could influence species that use the wetland habitat.

The degradation and fragmentation of floodplain habitat due to increased development would result in the loss of floodplain functions including off-channel refuge habitat for salmon during high flows, nutrient cycling, floodwaters filtration, and deposition of fine sediment essential to the aquatic food web.

TERRESTRIAL HABITAT

The transition zones between developed and natural areas can produce "edge effects," where habitat conditions at the margins differ from those in the interior (Dramstad et al. 1996; Haddad et al. 2015). These differences, such as greater human disturbance, noise pollution, artificial light, and introduced nonnative plants, can negatively impact sensitive species and ultimately reduce biodiversity (Forman and Alexander 1998). Increased development introduces more noise pollution from vehicles, machinery, and construction. Potential increases in traffic levels and duration, particularly around dawn and dusk, have the potential to increase wildlife and vehicle collisions. Lights associated with increased development may also increase light pollution which could negatively impact wildlife in natural areas. Development activities or associated landscaping may cause the introduction of nonnative plant species to increase which may be exacerbated by the increasing quantity of edge habitat.

In addition, under all alternatives, development intensities would increase throughout Western Washington, which would increase the impacts to plants and animals throughout the region and would therefore be considered a cumulative impact within the City.

HABITAT CONNECTIVITY

Increased land use intensity can lead to habitat fragmentation, breaking up large, contiguous perennially vegetated areas (i.e. riparian areas or low intensity agricultural areas which offer seasonal habitat to swans and other species) into smaller, isolated patches (Dramstad et al. 1996; McKinney 2008; Fahrig 2003; Forman and Alexander 1998; Haddad et al. 2015). This fragmentation disrupts ecosystems, restricts species movement, and reduces genetic diversity within populations (Dramstad et al. 1996; Fahrig 2003; Forman and Alexander 1998; Haddad et al. 2015). The severity of these impacts depends on the location of new development, land use intensity, habitat patch size, landscape connectivity in terms of habitat, as well as the regulations put in place to protect these resources. While federal, state, and local protections for sensitive species and critical areas like wetlands will likely remain, increased development will still accelerate fragmentation and connectivity loss. In particular, roads and traffic associated with growth may act as barriers to wildlife movement, reducing habitat connectivity and increase mortality from collisions (Forman and Alexander 1998).

PRIORITY SPECIES AND HABITATS

Priority species and habitats are protected under Arlington code. Protections include buffer widths and construction timing, which should be identified in a site-specific Habitat Management Plan (HMP) prepared by a qualified biologist for any development proposals that may impact this habitat in accordance with Arlington code. See section 3.4.3 for an overview of applicable development regulations.

Higher land use densities often convert natural habitats into urban, industrial, or agricultural areas, leading to substantial loss of native vegetation and biodiversity, which can hinder species reproduction (McKinney 2008). While mitigation or minimization measures may be required to reduce impacts to protected species and habitats they may not fully compensate for the permanent loss of habitat structure, connectivity, and ecological function.

Alternative 1: No Action

HABITAT LOSS

Under the No Action Alternative, the lowest amount of new development would occur compared to the action alternatives. While development would still likely occur, there would be likely fewer direct impacts to fish and wildlife habitat conservation areas. Existing habitats such as streams, wetlands, and riparian corridors, would face less pressure from land conversion. Although disturbed areas dominated by invasive vegetation would remain of low habitat value, the overall degradation of sensitive habitats would be minimized, supporting continued ecological function and minimizing cumulative impacts within the City and region.

INDIRECT HABITAT IMPACTS

Indirect impacts from increased human activity, traffic, and light or noise pollution would be less severe compared to Alternatives 2 and 3. Lack of flow under SR 530 raises the risk of fish becoming stranded when water recedes after flood events. Habitat connectivity and ecological functions within riparian areas, wetlands, and adjacent uplands would generally remain unchanged under this alternative. While existing connectivity is limited in some areas and could benefit from targeted improvements, this alternative would introduce the fewest new barriers to wildlife movement through increasing traffic volumes. However, because it does not include any major infrastructure or land use changes, it also offers no opportunity, beyond what is already required through regulatory protections, to actively improve or enhance connectivity.

Alternative 2: Subarea Plan Partial Implementation

HABITAT LOSS

Under Alternative 2, areas of primarily low-quality undeveloped terrestrial vegetation are at risk of conversion to commercial development. While any conversion to hardened

infrastructure would result in some habitat loss, the ecological value of these areas is comparatively low compared to wetland or riparian areas. However, new development may also encroach into nearby wetland, riparian, and priority habitats or their buffers.

Under Alternative 2 remaining habitat is more vulnerable to both hydrologic impacts and uncoordinated, piecemeal development because it is more likely that growth will encroach incrementally into sensitive areas without the benefit of integrated design elements, such as connectivity between wetlands and riparian buffers. Because compensatory mitigation may occur off-site, more direct habitat loss and degradation may occur within the subarea itself, reducing local ecological function and resilience. While new development and traffic levels would be higher than under Alternative 1 and lower than under Alternative 3, the absence of the large compensatory flood storage area proposed in Alternative 3 means that some of the most sensitive natural resources, such as wetlands, streams, and priority habitat for swans, could experience greater degradation under Alternative 2 because floodwaters would be more dispersed and more likely to end up it in developed areas, as opposed to habitat-forming pools (as would occur in natural conditions).

INDIRECT HABITAT IMPACTS

There would be a reduction in the risk of fish stranding under Alternative 2 compared to the No Action Alternative because flow will be more intentionally directed to areas that are permanently wetted and undeveloped. This includes routing high flows toward riparian corridors and areas that provide temporary refuge habitat such as connected ditches, which reduces the likelihood of fish becoming trapped or isolated in dewatering areas after peak flows recede. Alternative 2 would involve an increase in land use intensity, primarily through additional commercial development in areas that are already partially developed or disturbed by past land use. Habitat in these areas is generally limited and of low ecological function. The moderate increase in traffic would primarily occur along existing arterials, which are already established barriers to wildlife movement, and therefore would not significantly increase the extent of barrier effects. However, construction of and increased traffic on commercial driveways and private roads, particularly those near riparian corridors or undeveloped patches, may introduce new localized barriers or increase the severity of existing barriers which can increase wildlife-vehicle collisions, and further degrade adjacent habitat quality.

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

HABITAT LOSS

Similar to Alternative 2, Alternative 3 would primarily allow the conversion of low-quality undeveloped terrestrial vegetation to developed commercial area. However, Alternative 3 would also include the construction of large compensatory flood storage areas, which overlap with mapped wetlands, stream corridors, and WDFW priority habitat for swans. These flood storage areas could provide opportunities for restoration or enhancement of

habitat functions in these sensitive areas, partially offsetting some of the adverse impacts of development. Although Alternative 3 would have the highest overall increase in land use intensity, it would concentrate new development in areas that are more ecologically appropriate, avoiding impacts to the most sensitive habitats.

INDIRECT HABITAT IMPACTS

Alternative 3 may reduce fish stranding by better reconnecting floodplain habitats and providing refuge in undeveloped areas during high flows. Alternative 3 would involve the highest increase in land use intensity, with new commercial development occurring in both previously disturbed areas and areas that are currently less developed, particularly north of SR 530. The associated increase in traffic would impact both major arterials and non-arterial roads, potentially expanding the extent of barrier effects for wildlife similar to Alternative 2. Roads near riparian corridors, wetlands, or other natural areas would be of particular concern, as increased traffic could elevate the risk of wildlife-vehicle collisions and further degrade adjacent habitat through noise, light pollution, and edge effects. The compensatory flood storage areas could provide new opportunities to improve wildlife connectivity and may provide wildlife refugia, however if secondary recreational uses are planned for these areas, the extent of this benefit would be limited.

3.4.3 Mitigation Strategies

Incorporated Plan Features

All alternatives will incorporate applicable regulations and require compensatory mitigation for new development to minimize impacts on floodplain and wetland function, habitat, and water quality as described in the Regulations and Commitments section. Floodplain compensatory mitigation will be required and addressed by each development proposal within Island Crossing, as they occur. As part of the draft Subarea Plan in Alternative 3, mitigation measures include identifying and supporting multi-purpose compensatory floodwater storage areas, such as floodable agricultural or recreational lands, to reduce flooding impacts on SR 530 and adjacent properties while enhancing habitat connectivity and maintaining ecological function.

Regulations and Commitments

Exhibit 3.4.3-1. identifies the regulations and commitments relevant to development actions occurring in the study area. Existing regulations requiring mitigation of impacts to plants and animals would continue to apply under all alternatives.

Exhibit 3.4.3-1 Federal, State and Local Laws, Plans and Policies.

REGULATORY PROGRAM OR POLICIES	LEAD AGENCY	DESCRIPTION
Endangered Species Act - 16 USC 1531 (ESA)	National Marine Fisheries Service;	The ESA aims to protect and recover imperiled species and their ecosystems. USFWS oversees terrestrial and freshwater species, while NMFS

	U.S. Fish and Wildlife Service	manages marine wildlife and anadromous fish like salmon.
Magnuson-Stevens Fishery Conservation Management Act - 16 USC 38 1801 (MSA)	National Marine Fisheries Service	The MSA, enacted in 1976, governs marine fisheries in U.S. federal waters to prevent overfishing, rebuild stocks, and ensure long-term biological, economic, and social sustainability of seafood resources.
Bald and Golden Eagle Protection Act - 16 USC 668–668c (BGEPA)	U.S. Fish and Wildlife Service	The BGEPA prohibits the taking, possession, or transport of bald and golden eagles, or their parts, nests, or eggs without a permit.
Migratory Bird Treaty Act - 16 USC 703–712 (MBTA)	U.S. Fish and Wildlife Service	The MBTA prohibits killing, capturing, selling, trading, or transporting protected bird species, including harm from construction that affects individuals or active nests.
Clean Water Act Section 404 - 33 USC 1251–1387 (CWA)	U.S. Army Corps of Engineers	The CWA is the primary federal law governing water pollution and fill with the objective to restore and maintain the chemical, physical, and biological integrity of the nation's waters.
Hydraulic Code RCW Chapter 77.55	Washington Department of Fish and Wildlife	Work that affects the flow or bed of freshwater or marine waters, including areas above the bank, requires a hydraulic project approval (HPA). WDFW issues general HPAs for routine maintenance and preservation activities.
Washington Regulations for Fish and Wildlife - WAC 220	Washington Department of Fish and Wildlife	Washington State sets its own criteria for listing species and has rules to protect them and their habitats, including definitions for suitable habitat, dispersal areas, buffers, critical habitat, and nesting seasons.
Arlington Municipal Code (AMC) Chapter 20.93 Critical Areas Ordinance	City of Arlington	Arlington regulates trees, fish and wildlife habitat conservation areas, wetlands, and other critical areas under Chapter 20.93 of AMC. The also City regulates shoreline use, development, and ecological protection through its Shoreline Master Program, adopted under the Shoreline Management Act.
State Environmental Policy Act	City of Arlington	SEPA identifies and analyzes environmental impacts associated with governmental decisions. SEPA can be used to modify or deny a proposal to avoid, reduce, or compensate for probable impacts.

Other Potential Mitigation Measures

The City of Arlington has an opportunity to protect habitat from additional impacts by strengthening protections for habitats and species of local importance. Specific actions could include:

- Encouraging restoration of degraded critical areas and buffers to support wildlife habitat.

- Identification, protection, and improvement of migratory corridors, including fish passage barriers, for fish and wildlife.
- Working with neighboring jurisdictions to maintain and improve migration corridors.
- Implementing opportunities to use stormwater facilities and green infrastructure beyond the regulatory requirements that can improve conditions for ground water and surface water quality.
- Planning for climate resilience of natural areas, including forests patches, using a regional landscape-scale approach.
- For Alternative 3, native habitat restoration should be integrated into the design of the regional compensatory floodwater storage facility by restoring or enhancing wetland habitat within or adjacent to the facility, which will improve ecological function while meeting regulatory requirements. To further maximize ecological benefits and regulatory efficiency, the City could develop a state and federally certified in-lieu fee (ILF) mitigation program that would include sites within the subarea. This approach would allow the City, or a qualified sponsor, to provide pre-permitted, consolidated mitigation for unavoidable wetland impacts elsewhere in the subarea or surrounding watershed. An ILF program offers ecological advantages by enabling larger, contiguous restoration areas with greater functional lift than small, fragmented off-site mitigation parcels. It would also help ensure mitigation occurs within the same landscape context as the impacts, preserving local hydrology and habitat connectivity.

3.4.4 Significant Unavoidable Adverse Impacts

Under Alternatives 1 and 2, the following significant unavoidable impacts may occur:

- **Degradation of Sensitive Habitats and Localized Habitat Loss**: Without the regional flood storage facility included in Alternative 3, wetlands, streams, and priority habitat for swans are more vulnerable to degradation from uncontrolled or piecemeal development. Although focused in areas of previously disturbed or low-quality terrestrial vegetation, development may still encroach on higher-quality habitat areas. Since compensatory mitigation may occur outside of the subarea, this could result in permanent habitat loss within the subarea, diminishing local ecological function and resilience. Alternative 1 also results in uncontrolled flooding, which places floodwaters in developed locations that can trigger fish stranding and water quality degradation.
- **Habitat Fragmentation and Connectivity Loss**: Increased development, particularly near riparian corridors or remaining patches of habitat, may result in additional barriers to wildlife movement and increased wildlife-vehicle collisions.

There are no significant unavoidable impacts anticipated under Alternative 3, due to its more coordinated design, inclusion of large flood storage and stormwater treatment areas, and greater opportunity for integrated habitat mitigation and restoration.

3.5 Utilities

3.5.1 Affected Environment

DRINKING WATER AND WASTEWATER

Utilities were analyzed by considering how the proposed alternatives, including changes with building structures and jobs would affect water demand, wastewater generation, and the quantity of stormwater runoff.

3.5.2 Potential Impacts

Thresholds of Significance

Increased demand for drinking water, increased wastewater generation, and changes in surfaces that generate the need for additional stormwater infrastructure.

Impacts Common to All Alternatives

STORMWATER

There is no substantial difference between the No Action Alternative 1, Alternative 2, or Alternative 3, from the standpoint of stormwater flow generation and the ability of the stormwater system to convey the flow.

Alternative 1: No Action

Alternative 1 includes some additional employment and some new building structures that will occur naturally as property is developed or redeveloped, resulting in a small increase in water and sewer demand and stormwater runoff.

Alternative 2: Subarea Plan Partial Implementation

Alternative 2 provides a slight increase of employment over Alternative 1, so Alternative 2 would result in somewhat larger increases in water demand and wastewater generation.

Alternative 3: Subarea Plan Full Implementation – Preferred Alternative

Alternative 3 expects a substantial increase of employment growth for the subarea. Based on application of planning level estimates of water demand and wastewater generation per employee, Alternative 3 is expected to result in the greatest increase in water demand and wastewater generation; however, water use can vary significantly by industry.

3.5.3 Mitigation Strategies

Regulations and commitments

The City has developed comprehensive plans for all three utilities and these plans are updated regularly to reflect system needs. The Capital Improvement Plan includes the following improvements:

- 12" Water Main 204th Street NE
- Local improvement district (LID) to coordinate developer-funded installation of a 12-inch ductile iron water main along the western boundary of the subarea.

The capital project needed to support redevelopment of the study area are similar in scale to projects that the utilities execute on a regular basis. The costs of these improvements would be partially offset by general facility connection charges and rates for service.

The Arlington Comprehensive Plan, Water System Comprehensive Plan, Wastewater Comprehensive Plan and Stormwater Comprehensive Plan address levels of service and capital improvements for water, wastewater and stormwater.

- **Water:** When evaluating new construction, Arlington Public Works and Utilities Department personnel determine the ability of the water system to meet fire flow requirements at that location with a minimum of 20 psi residual pressure throughout the distribution system. If the water system cannot provide the required fire flow for the specific project, the developer is required to revise building construction and/or make the necessary improvements to the distribution system to meet the project's fire flow requirements as established by the Building Official and/or Fire Code Official. The available fire flow will be determined by the City's engineering staff using the water system hydraulic model. AMC Chapter 13.08 includes provisions for service connections and mains to be upgraded by developers during redevelopment if required to meet engineering design and construction standards. Chapter 13.08 also includes provisions for installation of pumps if required to achieve adequate pressure during peak demands.
- **Wastewater:** AMC Chapter 13.36 includes provisions for wastewater service connections and extensions when existing connections are inadequate or sewer mains are not present along the frontage of a property.
- **Stormwater:** AMC Chapter 13.28 includes provisions that require redevelopment to meet stormwater management requirements of the Stormwater Management Manual for Western Washington, which requires low impact development BMPs, flow control, and water quality treatment. Under all the alternatives these requirements are expected to result in a net improvement in the quality of stormwater that is discharged into the Stillaguamish River, Portage Creek, and South Slough.

Other Potential Mitigation Measures

In addition to adopted plans and codes, other measures could include:

- Developments may reduce water demand by using new technologies that would reduce per-capita water use (and therefore wastewater service demand) by using newer, low- or no-flow plumbing fixtures and equipment.
- The City could incentivize or require participation in regional stormwater when concepts are developed to help spur development and water quality and stormwater management.

3.5.4 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated for the water, wastewater, and stormwater utilities under any of the alternatives.

4 Corrections and Clarifications

4.1 Introduction

Corrections and clarifications to the Draft EIS are listed in this section and tracked with underlines (added text) and strikethroughs (deleted text) in the prior chapters.

Throughout the document, mentions of Alternative 3 Subarea Plan Full Implementation have been updated to note that Alternative 3 is the "Preferred Alternative."

4.2 Chapter 1 Summary

No corrections or clarifications.

4.3 Chapter 2 Proposal & Alternatives

No corrections or clarifications.

4.4 Chapter 3 Environment, Impacts & Mitigation

4.4.1 Section 3.1 Land Use & Urban Form

Page 52: Clarified SR 530 tree spacing and species selection considerations to protect Cascade Mountain range views.

4.4.2 Section 3.2 Transportation

Page 71: Corrected the No Action Total Trips sum.

Page 74: Clarified that the cost estimate includes compensatory floodwater storage for the SR 530 roadway project.

Page 78-79: Added the Plan's supportive land use policy (LU-6) for inter-site connections and the Island Crossing Subarea Development Standard 2.119.060(c) and associated Street Network map that requires streets to be built with redevelopment and designed to support their street classification. These edits clarify how the plan and development regulations address the need for improved connectivity between parcels and SR 530, responding to Comments 1 and 2.

4.4.3 Section 3.3 Water

No corrections or clarifications.

4.4.4 Section 3.4 Natural Environment

No corrections or clarifications.

4.4.5 Section 3.5 Utilities

No corrections or clarifications.

4.5 Appendices

No corrections or clarifications.

5 Comments and Responses

5.1 Introduction

This chapter includes the responses to public comments received on the Draft EIS. The Draft EIS was issued on August 1, 2025, and included a 30-day comment period, which ended on September 2, 2025. During the Draft EIS comment period, the City received 4 emailed comments. Appendix D Comment Letters include all comments received.

As shown in Exhibit 5.2-1, responses are provided for each comment and are intended to provide clarification and refinement of information presented in the EIS, and if needed, correct or update information in the EIS. See Chapter 4 for revisions and additions to the DEIS integrated in the Final EIS.

5.2 Response to Individual Comments

Exhibit 5.2-1 Responses to Individual Comments.

No	Name	Comment	Response
1	Ron Henken	I've pointed this out during public meetings previously. Our parcel(#31050800302700) needs access or road that connects at HWY 530 and runs south to our property.	The Subarea Plan provides policy support for a connected street system that provides access to all Island Crossing parcels in the "Inter-site Connectivity" section with strategy LU-6 and the "Street Design Standards/Inter-Site Connectivity" section with strategies T-8 and T-9. LU-6 has been revised to support working with property owners to facilitate access easements. In addition, the Island Crossing Subarea Development Standards section 20.119.060(c) requires inter-site connectivity as mapped in the Street Network map with redevelopment, including streets connecting to the property in question. These references have been added to the Transportation Mitigation Measures under the Incorporated Plan Features section.
2	Ron Henken	Our group owns parcel #31050800302700 located in the area north of Dwayne Lane Chevrolet, south of Hwy 530, east of Interstate 5 and west of Pilot/TEC. Access connecting our parcel to Hwy 530 is needed along with an off-site solution for compensatory flood storage. This approximately 16 acre site could then be developed providing a significant benefit to the City of Arlington and our group.	See Comment #1 Response regarding access to this parcel. Comment about the off-site compensatory mitigation is noted. The Preferred Alternative includes strategies to study and, if feasible, pursue a regional compensatory flood storage facility.

No	Name	Comment	Response
3	Kory Glover	First of all I want to say there is not one plan outlined that will satisfy all parties involved and the city is in a tough position trying to meet economic, environmental and community goals within the subarea. However, I hope some of the major concerns I outline will be taken into consideration. looking through all 3 alternatives I found myself thinking none of them address the two glaring concerns that are present now, those being traffic and flooding. If there was no further development these would still be major issues with increasing levels of concern due to climate change and other changes within the stillaguamish watershed (increased runoff from development and other impervious surfaces). I would like to see a plan that attacks these issues before further commercial development is considered. As outlined in option 3, a regional stormwater facility was mentioned many times. However there was no mention into the specifics of what this would look like in practice. I have to imagine with the increased fill elevations and impervious surface combined with higher water flows from the Stilly during flood events this would be a massive facility. Incurring a huge cost and limited success in regards to its effects in handling flood water surrounding island crossing and property up stream. There's also the issue of what happens if the regional stormwater facility does not have the intended result. As seen with the addition of the pilot truck stop and other commercial sites, the rules can be followed and there is still a very negative impact during flood events. Personally I see a bright future for Island crossing, but there are a lot of natural factors that make this an extremely difficult area to develop now and in the future.	The Plan incorporates traffic improvements along SR 530 including turn restrictions and a roundabout midway within the Subarea along SR 530. In addition, the DEIS identifies transportation improvements that would be needed as part of the mitigation with the alternatives, including improvements at the SR 530 interchange and at Smokey Point Blvd. The Plan reccomends a feasibility study for the compensatory storage (strategy NE-2), including hydraulic modeling of the Subarea, to inform siting, design, and construction of the facility. Even under Alternative 1 No Action (i.e., existing zoning), commercial development is allowed in Island Crossing.
4	David Toyer retained by Pape Properties	Our firm has been retained by Papé Properties, Inc. which owns parcels within and immediately adjacent to the municipal boundaries of Arlington (see attached map), which includes parcels that will fall within the Island Crossing Subarea Plan and/or be affected by same. We have very similar questions and comments regarding the DEIS that we had during the scoping period. These include:	

No	Name	Comment	Response
		4.1. The subarea plan has focused on a regional compensatory flood storage facility north of SR 530, but it does not appear the city (through the subarea plan or otherwise) has adequately evaluated other viable alternatives such as Papé's proposed compensatory flood storage site to the south, especially considering: • Papé's regional flood mitigation project would not impact adjacent properties as demonstrated by HEC-RAS 2D modeling. • The Papé site has been studied and designed such that it could accommodate regional compensatory storage while maintaining the land's agricultural use in a manner that benefits the broader community. Papé has signed a Memorandum of Understanding (MOU) that would allow the Arlington Community Food Bank (in partnership with area farmers) to manage the agricultural lands to be a source for local, fresh produce needed by the members of the community they serve. • Papé has offered to sell the City its mitigation project (once permitted)—subject to the parties agreeing to mutually acceptable terms. • What's the rationale for the City not studying Papé's site as an alternative that can achieve similar results?	It is correct that the southern portion of the subarea was not evaluated as much as the northern portion. However, flooding was investigated enough to determine the flooding for those areas north of SR 530 were distinctly different than those areas further south, particularly those areas near and south of Portage Creek (where the Pape proposed compensatory flood storage site is located). Most of the floodwater that inundates the northern portion of the subarea and overtops SR 530, a key consideration for the subarea plan, originates directly from the Stillaguamish River to the north. Areas further south receive floodwater from much further upstream (east) and, in the case of Portage Creek, from upland sources not directly fed by the Stillaguamish River. Finally, the proposed regulatory changes were to be focused on these northern areas, not areas at the southern end of the subarea. Although it was not modeled directly, it is known that the Pape facility would not be able to compensate for flooding north of SR 530 because these areas further south have little if any influence on floodwater at and north of SR 530. The best example, which is shown in Exhibit 3.3.1-2, is that flow is directed from north to south across SR 530 (right to left in the photo). The roadway serves as the hydraulic control for that flow meaning that the only way to prevent the overtopping and flooding in this area is by intercepting this water from the north.

		4.2. Specific to regional compensatory flood storage proposed at a facility north of SR 530, Papé has the following questions and comments related to the DEIS's evaluation of probable significant impacts: Has there been a hydraulic analysis performed that ensures no adverse impacts to adjacent properties, as well as properties generally located within the entirety of Island Crossing? This would include impacts due to flood elevation changes and scouring velocities. Has there been a volume calculation performed to ensure the proposed compensatory flood storage basin can adequately displace development impacts from fill activities within the floodplain as planned? This would include determining the seasonal-high ground water elevation to establish the flood basin's floor elevation. The proposed mitigation site appears to propose a compensatory flood mitigation site that does not have a viable outlet, which proposal does not recognize that waters naturally flow north and south during flood events. The proposal does not contemplate "daylighting" the mitigation basin to the north toward the Stillaguamish River; instead, page vii of the Subarea Plan shows a proposed expansion of a culvert under SR 530 that would redirect flood waters south. What analysis has been done (or will be done) to evaluate whether redirecting flood waters south will impact other properties? The culvert under I-5 at South Slough is known to have inadequate capacity to convey flood waters to the west, acting as a choke point for flood waters in the area. Has analysis been done to determine if redirecting floodwaters to the south under 530 has the potential to impact I-5? Comparing alternatives, Papé's regional flood mitigation project will not impact adjacent properties as demonstrated by HEC-RAS 2D modeling, but construction of the culvert under SR 530 and redirection of flood waters to the south may have significant, adverse impacts to Papé's mitigation project and surrounding properties. The Subarea plan does not include mitigation considerations for probable significant impacts to existing compensatory flood mitigation basins for Pilot or Dwayne Lane Chevrolet, yet these significant areas of land are zoned commercial, included within the City's Comprehensive Plan for development, served by City utilities, accessed by roads within City ROW, and integral to the City's future economic development goals.	To respond to the first question, hydraulic analysis sufficient to determine that the plan does not impact other properties has not be been done. This is typically done much later in the design process – not at this planning stage. However, this analysis will have to be done later to comply with flood regulations. That said, it is expected that no adverse impacts to areas further south will be achieved. Like the first question, this is a design question. For the project to move forward, it will have to be compliant with flood regulations which mandate that the compensatory facility will have to offset development (fill) impacts. The third question brings up an important point. This has not been factored in as of yet. However, there are several options. One option (the most probable) is for the exit to return water to the north and under the I-5 Stillaguamish River Bridge. However, other options will be considered, such as via the South Slough culvert, possibly improved as a result. WSDOT will have to be a partner and this may prove to be advantageous to all parties. With regards to the last three comments and as mentioned above, whatever alternative is chosen, it will have to make sure not to impact adjacent properties in a negative way.

No	Name	Comment	Response
		If future floodwaters are directed south, and they impact properties like Papé's, how will the City mitigate and/or compensate property owners for these impacts and/or additional development costs?	
		4.3. It is not clear that the DEIS fully addresses probable significant impacts such as: The approvals required for the City's proposed mitigation basin if it directs flood waters to outlet at the Stillaguamish River and/or south to the South Slough culvert at I-5 (WSDOT, USACE, NOAA, etc.). The potential ESA and/or turbidity impacts related to directing the compensatory storage north to an outlet into the Stillaguamish River. How does the current proposal reconcile with the NEPA application already completed for the Highway 530 roundabout which specifically identifies mitigating flood impacts to a compensatory flood mitigation site south of 530?	As mentioned above (see comment response 4.2) , these are important points that will be considered during the design process, not at this planning stage. The SR 530 roundabout currently being developed is outside the 100-year floodplain and therefore has no nexus with this flood discussion.
		4.4. **The proposed mitigation site as identified in the Subarea Plan and DEIS appears to conflict with the City's intended effort to maximize the development potential of Island Crossing even as it focuses most of its attention north of SR 530.** Thus, the subarea plan does not account for all development alternatives and potential economic development benefits that can be achieved from alternatives (including Papé's compensatory mitigation site) that can support development in the south portion of this subarea.	The identified mitigation site is based on a preliminary investigation (see comment response 4.1 and Island Crossing Subarea Plan Appendix C Major Concepts Options Evaluation). The City has updated the Subarea Plan action NE-2 about studying feasibility of a compensatory flood storage facility to clarify that the study should include extensive hydraulic modeling of the full subarea.

6 Acronyms & References

6.1 Acronyms

AMC = Arlington Municipal Code

BGEPA = Bald and Golden Eagle Protection Act

CWA = Clean Water Act

Ecology = Washington State Department of Ecology

ECDC = Edmonds Community Development Code

ESA = Endangered Species Act

HPA = Hydraulic Project Approval

I-5 = Interstate 5

MBTA = Migratory Bird Treaty Act

MEV = Million entering vehicles

MSA = Magnuson-Stevens Fishery Conservation Management Act

NMFS = National Marine Fisheries Service

NOAA = National Oceanic and Atmospheric Administration

SEPA = State Environmental Protection Act

SR 530 = Washington State Route 530

USACE = U.S. Army Corps of Engineers

USC = United States Code;

USFWS = United States Fish and Wildlife Service

WAC = Washington Administrative Code

WDFW = Washington Department of Fish and Wildlife

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City of Arlington | Island Crossing Subarea

PLANNED ACTION FINAL ENVIRONMENTAL IMPACT STATEMENT

Volume 2 - Appendices

October 2025

City of Arlington

Appendices

List of Appendices

A Scoping Notice & Comment Summary

B Traffic Counts

C LOS Worksheets

D Comment Letters

Appendix A Scoping Notice & Comment Summary

Notice of Application, Community Neighborhood Meeting, SEPA Determination of Significance, and Request for Comments on Scope of Environmental Impact Statement (EIS)

Island Crossing Subarea Plan and Planned Action EIS

Permit Number: PLN #1366

Date of Issuance: June 20, 2025

Date of Publication: June 24, 2025

Date of Application: February 2, 2024

Lead Agency: City of Arlington

Agency Contact: Amy Rusko, Deputy Director, arusko@arlingtonwa.gov, (360) 403-3551

Applicant: City of Arlington

Description of proposal: The City of Arlington is conducting a community planning process to develop a vision, plan, and implementation strategies for the Island Crossing Subarea. The City is proposing to adopt an Island Crossing Subarea Plan, development code, design standards, and Planned Action Ordinance (PAO). These will lay the groundwork for continued, coordinated, and efficient growth of the area. The subarea plan is being developed for consistency with the Growth Management Act, County-wide planning policies, and the City of Arlington Comprehensive Plan.

The Planned Action EIS will review a range of alternatives including comparing the current plan and regulations (Alternative 1: No Action, required under the State Environmental Policy Act (SEPA)) to two action alternatives (Alternative 2: Subarea Plan Partial Implementation and Alternative 3: Subarea Plan Full Implementation). Alternative 2 includes an increased height limit near I-5 for hotels, improvements to SR 530, and no public investment in a regional floodwater compensatory storage facility. Alternative 3 includes the same height limit increase and SR 530 improvements as Alternative 2, and also includes public investment in a regional floodwater compensatory storage facility and floodable park to address flooding and increase development capacity.

Location of proposal: The Island Crossing subarea is in the northwest corner of Arlington, bounded by I-5, Smokey Point Boulevard, 27th Avenue, and the northern edge of properties directly north of SR 530.

Determination: The City of Arlington as lead agency under the State Environmental Policy Act (SEPA) has determined that this proposal could potentially have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared under the City's direction.

The lead agency has identified the following areas for discussion in the EIS:

- Water: floods, surface water, groundwater, and wetlands
- Natural environment: Plants and animals, natural resources

- Land use and urban form: Relationship to existing plans, estimated population/ employment, and aesthetics/scenic resources
- Transportation
- Utilities: Sewer, water, stormwater, electrical power, and natural gas

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

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. The method and deadline for giving us your comments are:

Send written comments by 5:00 pm on Tuesday, July 15, 2025 to the contact below. Email comments are preferred.

Email: arusko@arlingtonwa.gov (Subject: Island Crossing Subarea EIS Scoping Comments)

Mail: City of Arlington
Attn: Amy Rusko, Community and Economic Development Deputy Director
18204 59th Avenue NE
Arlington, WA 98233

Community Meeting: As part of the community planning process and to meet the Planned Action community meeting provisions in RCW 43.21C.440(3)(b), the City is holding a public neighborhood meeting on Wednesday, July 9, 2025 at Putnam Hall in the Community and Economic Development Office (18204 59th Avenue NE, Arlington, WA 98223), from 5:00 pm to 6:30 pm, with a presentation at 5:10 pm. If you need special accommodations for the meeting, please contact the City of Arlington at 360-403-3551.

For more information, please see the City of Arlington project website: https://www.arlingtonwa.gov/867/Island-Crossing-Subarea-Plan.

Permits and Documents Required: Subarea Plan, EIS, and Planned Action Ordinance

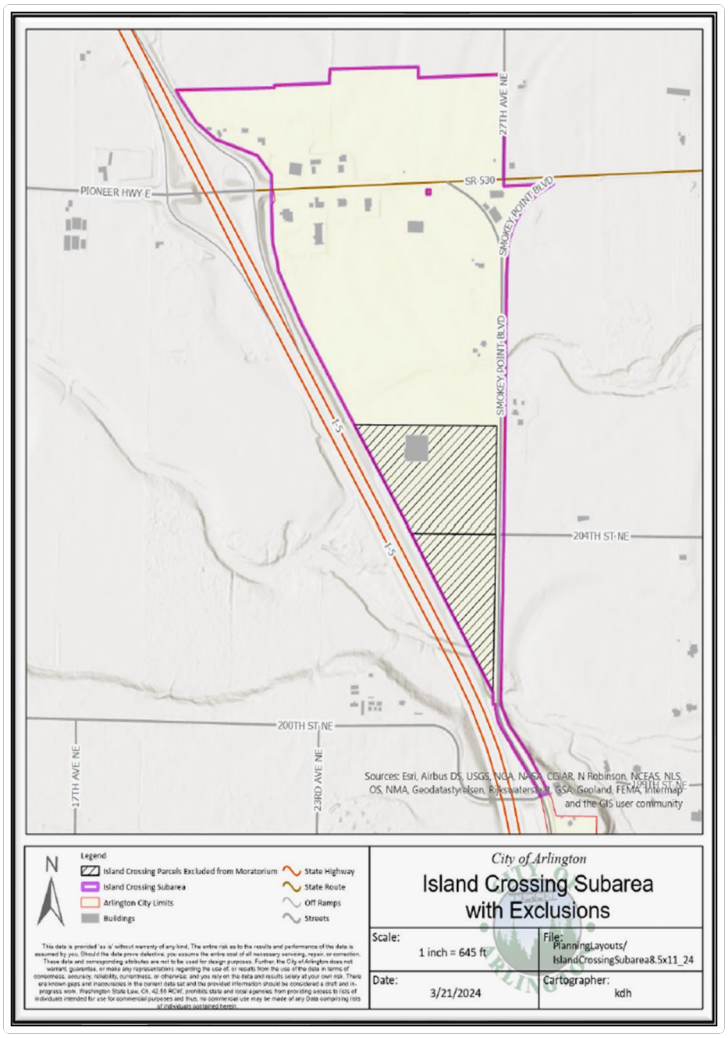
SEPA Responsible Official: Amy Rusko, Deputy Community and Economic Development Director, City of Arlington, arusko@arlingtonwa.gov, 360-403-3457

Amy Rusko — 6/20/2025

Signature — Date

Appeal Process

An agency or person may appeal the City's procedural compliance with WAC 197-11. The appeal shall meet the requirements of AMC 20.98.210, AMC 20.20, and AMC 20.24. The appeal period commences on the date of publication of notice. Any appeal to the Hearing Examiner must be addressed to the City Hearing Examiner, accompanied by an application, written findings, a filing fee (plus the actual cost of the Hearing Examiner), and be filed in writing at the City of Arlington, Community and Economic Development Department, 18204 59th Avenue NE, Arlington, WA 98223.


27TH AVE NE
SR 530
PIONEER HWY E
SMOKEY POINT BLVD
I-5
204TH ST NE
200TH ST NE
17TH AVE NE
23RD AVE NE
Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community
Legend
Island Crossing Parcels Excluded from Moratorium
Island Crossing Subarea
Arlington City Limits
Buildings
State Highway
State Route
Off Ramps
Streets
City of Arlington
Island Crossing Subarea with Exclusions
Scale: 1 inch = 645 ft
File: PlanningLayouts/IslandCrossingSubarea8.5x11_24
Date: 3/21/2024
Cartographer: kdh

Summary of Comments

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 1-1 Engagement Summary

Event	Date	Audience	What we learned
Kick-off tour and meeting	Mar. 2024	Elected officials	▪ 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	▪ 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	▪ 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.

Event	Date	Audience	What we learned
			▪ 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.
Stakeholder interview	July 2024	Subarea property owner	▪ 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	▪ 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	▪ 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.

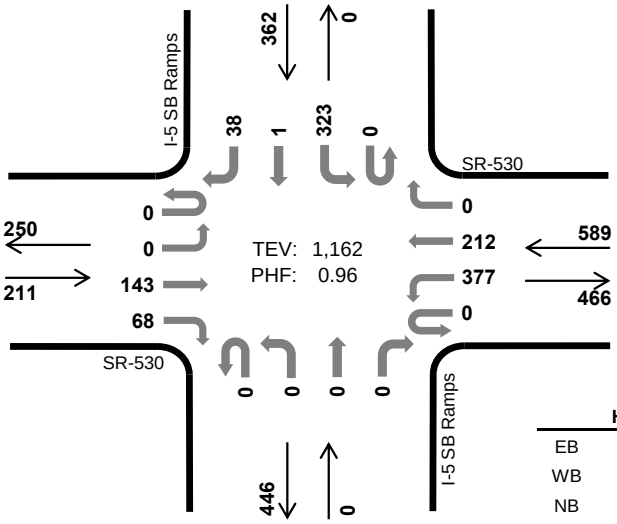
Event	Date	Audience	What we learned
			▪ Concerns with landscape maintenance.
Scoping Community Meeting	July 2025	Arlington community	▪ Relationship to Existing Land Use Plans, Transportation, and Utilities (sewer, water, stormwater, and street lighting), were considered the most important topic. ▪ Request for additional study of proposed floodable park/compensatory storage site. Consider other alternatives (Pape's compensatory mitigation site). ▪ Consider economic viability of truck stops, ▪ Request for additional hydraulic analysis to promote balanced development while protecting floodplain habitat ▪ Continue coordination with the Tribe for the Smokey Point roundabout and future development. ▪ Strong interest in recreational facilities such as trails with views, and an event/community center

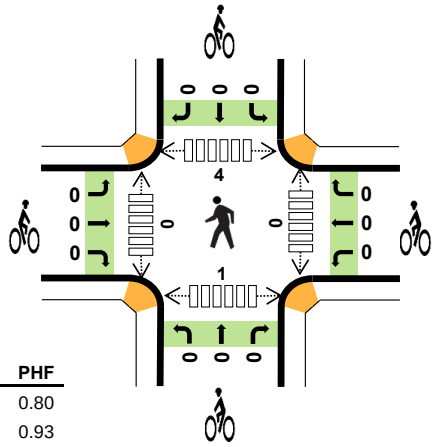
Appendix B Traffic Counts

I-5 SB Ramps
SR-530

Date: 06/02/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Peak Hour





	HV %:	PHF
EB	9.5%	0.80
WB	8.1%	0.93
NB	-	-
SB	14.9%	0.98
TOTAL	10.5%	0.96

Two-Hour Count Summaries

Interval Start		SR-530 Eastbound				SR-530 Westbound				I-5 SB Ramps Northbound				I-5 SB Ramps Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**0**	**38**	**16**	**0**	**105**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	**0**	**9**	**302**	0
4:15 PM		**0**	**0**	**33**	**13**	**0**	**94**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**9**	**288**	0
4:30 PM		**0**	**0**	**29**	**16**	**0**	**76**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**1**	**8**	**273**	0
4:45 PM		**0**	**0**	**43**	**23**	**0**	**102**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**12**	**299**	**1,162**
5:00 PM		0	0	24	19	0	78	53	0	0	0	0	0	0	88	2	3	267	1,127
5:15 PM		0	0	32	16	0	89	44	0	0	0	0	0	0	84	1	12	278	1,117
5:30 PM		0	0	24	15	0	88	53	0	0	0	0	0	0	83	0	16	279	1,123
5:45 PM		0	0	26	17	0	84	42	0	0	0	0	0	0	84	1	8	262	1,086
Count Total		0	0	249	135	0	716	404	0	0	0	0	0	0	662	5	77	2,248	0
Peak Hour	**All**	**0**	**0**	**143**	**68**	**0**	**377**	**212**	**0**	**0**	**0**	**0**	**0**	**0**	**323**	**1**	**38**	**1,162**	**0**
	HV	**0**	**0**	**19**	**1**	**0**	**26**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**10**	**122**	**0**
	HV%	**-**	**-**	**13%**	**1%**	**-**	**7%**	**10%**	**-**	**-**	**-**	**-**	**-**	**-**	**14%**	**0%**	**26%**	**10%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**5**	**14**	**0**	**19**	***38***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**4**	**13**	**0**	**11**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**1**	*3*
4:30 PM	**5**	**10**	**0**	**14**	***29***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**6**	**11**	**0**	**10**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	***2***
5:00 PM	6	10	0	12	*28*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	6	5	0	12	*23*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	7	4	0	11	*22*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	7	8	0	11	*26*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	46	75	0	100	*221*	0	0	0	0	*0*	0	0	4	1	*5*
Peak Hour	**20**	**48**	**0**	**54**	***122***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**1**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SR-530 Eastbound				SR-530 Westbound				I-5 SB Ramps Northbound				I-5 SB Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**5**	**0**	**0**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**4**	**38**	0
4:15 PM	**0**	**0**	**4**	**0**	**0**	**6**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**28**	0
4:30 PM	**0**	**0**	**5**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**2**	**29**	0
4:45 PM	**0**	**0**	**5**	**1**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**3**	**27**	**122**
5:00 PM	0	0	3	3	0	6	4	0	0	0	0	0	0	11	0	1	28	112
5:15 PM	0	0	5	1	0	2	3	0	0	0	0	0	0	7	0	5	23	107
5:30 PM	0	0	2	5	0	2	2	0	0	0	0	0	0	8	0	3	22	100
5:45 PM	0	0	3	4	0	2	6	0	0	0	0	0	0	9	0	2	26	99
Count Total	0	0	32	14	0	38	37	0	0	0	0	0	0	79	0	21	221	0
Peak Hour	**0**	**0**	**19**	**1**	**0**	**26**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**10**	**122**	**0**

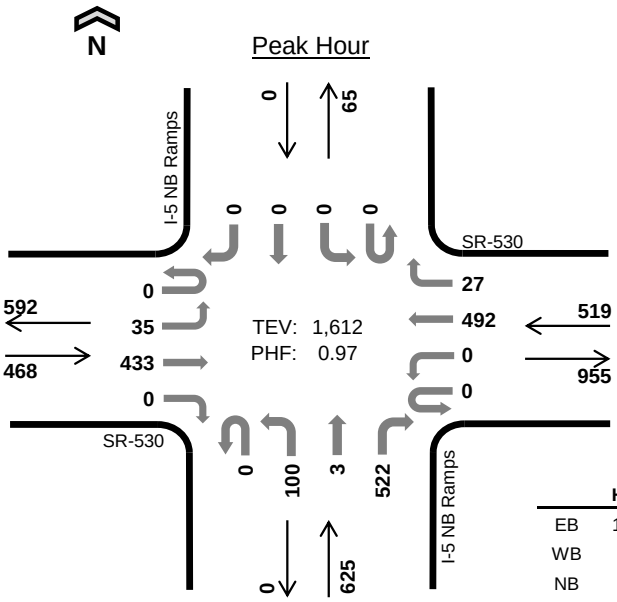
Two-Hour Count Summaries - Bikes

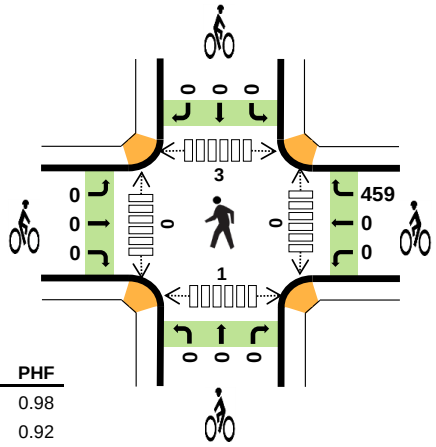
Interval Start	SR-530 Eastbound			SR-530 Westbound			I-5 SB Ramps Northbound			I-5 SB Ramps Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-5 NB Ramps
SR-530

Date: 06/02/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	13.7%	0.98
WB	5.0%	0.92
NB	9.0%	0.93
SB	-	-
TOTAL	9.1%	0.97

Two-Hour Count Summaries

Interval Start		SR-530 Eastbound				SR-530 Westbound				I-5 NB Ramps Northbound				I-5 NB Ramps Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**10**	**109**	**0**	**0**	**0**	**132**	**9**	**0**	**31**	**0**	**122**	**0**	**0**	**0**	**0**	**413**	0
4:15 PM		**0**	**7**	**110**	**0**	**0**	**0**	**124**	**7**	**0**	**25**	**2**	**141**	**0**	**0**	**0**	**0**	**416**	0
4:30 PM		**0**	**10**	**103**	**0**	**0**	**0**	**117**	**4**	**0**	**22**	**0**	**134**	**0**	**0**	**0**	**0**	**390**	0
4:45 PM		**0**	**8**	**111**	**0**	**0**	**0**	**119**	**7**	**0**	**22**	**1**	**125**	**0**	**0**	**0**	**0**	**393**	**1,612**
5:00 PM		0	6	107	0	0	0	104	4	0	29	0	116	0	0	0	0	366	1,565
5:15 PM		0	8	105	0	0	0	113	13	0	18	1	139	0	0	0	0	397	1,546
5:30 PM		0	3	109	0	0	0	119	4	0	21	0	127	0	0	0	0	383	1,539
5:45 PM		0	3	104	0	0	0	98	3	0	28	0	118	0	0	0	0	354	1,500
Count Total		0	55	858	0	0	0	926	51	0	196	4	1,022	0	0	0	0	3,112	0
Peak Hour	**All**	**0**	**35**	**433**	**0**	**0**	**0**	**492**	**27**	**0**	**100**	**3**	**522**	**0**	**0**	**0**	**0**	**1,612**	**0**
	HV	**0**	**16**	**48**	**0**	**0**	**0**	**26**	**0**	**0**	**23**	**0**	**33**	**0**	**0**	**0**	**0**	**146**	**0**
	HV%	**-**	**46%**	**11%**	**-**	**-**	**-**	**5%**	**0%**	**-**	**23%**	**0%**	**6%**	**-**	**-**	**-**	**-**	**9%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**19**	**9**	**12**	**0**	***40***	**0**	**115**	**0**	**0**	***115***	**0**	**0**	**0**	**1**	*1*
4:15 PM	**16**	**6**	**12**	**0**	***34***	**0**	**90**	**0**	**0**	***90***	**0**	**0**	**2**	**0**	*2*
4:30 PM	**17**	**4**	**14**	**0**	***35***	**0**	**133**	**0**	**0**	***133***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**12**	**7**	**18**	**0**	***37***	**0**	**121**	**0**	**0**	***121***	**0**	**0**	**1**	**0**	***1***
5:00 PM	14	6	7	0	*27*	0	117	0	0	*117*	0	0	0	0	*0*
5:15 PM	11	4	2	0	*17*	0	109	0	0	*109*	0	0	0	0	*0*
5:30 PM	10	2	2	0	*14*	0	86	0	0	*86*	0	0	0	0	*0*
5:45 PM	13	2	11	0	*26*	0	81	0	0	*81*	0	0	0	0	*0*
Count Total	112	40	78	0	*230*	0	852	0	0	*852*	0	0	3	1	*4*
Peak Hour	**64**	**26**	**56**	**0**	***146***	**0**	**459**	**0**	**0**	***459***	**0**	**0**	**3**	**1**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SR-530 Eastbound				SR-530 Westbound				I-5 NB Ramps Northbound				I-5 NB Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**5**	**14**	**0**	**0**	**0**	**9**	**0**	**0**	**5**	**0**	**7**	**0**	**0**	**0**	**0**	**40**	0
4:15 PM	**0**	**4**	**12**	**0**	**0**	**0**	**6**	**0**	**0**	**7**	**0**	**5**	**0**	**0**	**0**	**0**	**34**	0
4:30 PM	**0**	**4**	**13**	**0**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**8**	**0**	**0**	**0**	**0**	**35**	0
4:45 PM	**0**	**3**	**9**	**0**	**0**	**0**	**7**	**0**	**0**	**5**	**0**	**13**	**0**	**0**	**0**	**0**	**37**	**146**
5:00 PM	0	2	12	0	0	0	6	0	0	5	0	2	0	0	0	0	27	133
5:15 PM	0	4	7	0	0	0	4	0	0	1	0	1	0	0	0	0	17	116
5:30 PM	0	2	8	0	0	0	2	0	0	1	0	1	0	0	0	0	14	95
5:45 PM	0	2	11	0	0	0	2	0	0	6	0	5	0	0	0	0	26	84
Count Total	0	26	86	0	0	0	40	0	0	36	0	42	0	0	0	0	230	0
Peak Hour	**0**	**16**	**48**	**0**	**0**	**0**	**26**	**0**	**0**	**23**	**0**	**33**	**0**	**0**	**0**	**0**	**146**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	SR-530 Eastbound			SR-530 Westbound			I-5 NB Ramps Northbound			I-5 NB Ramps Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**115**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**121**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**459**
5:00 PM	0	0	0	0	0	117	0	0	0	0	0	0	117	461
5:15 PM	0	0	0	0	0	109	0	0	0	0	0	0	109	480
5:30 PM	0	0	0	0	0	86	0	0	0	0	0	0	86	433
5:45 PM	0	0	0	0	0	81	0	0	0	0	0	0	81	393
Count Total	0	0	0	0	0	852	0	0	0	0	0	0	852	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**459**	**0**	**0**	**0**	**0**	**0**	**0**	**459**	**0**

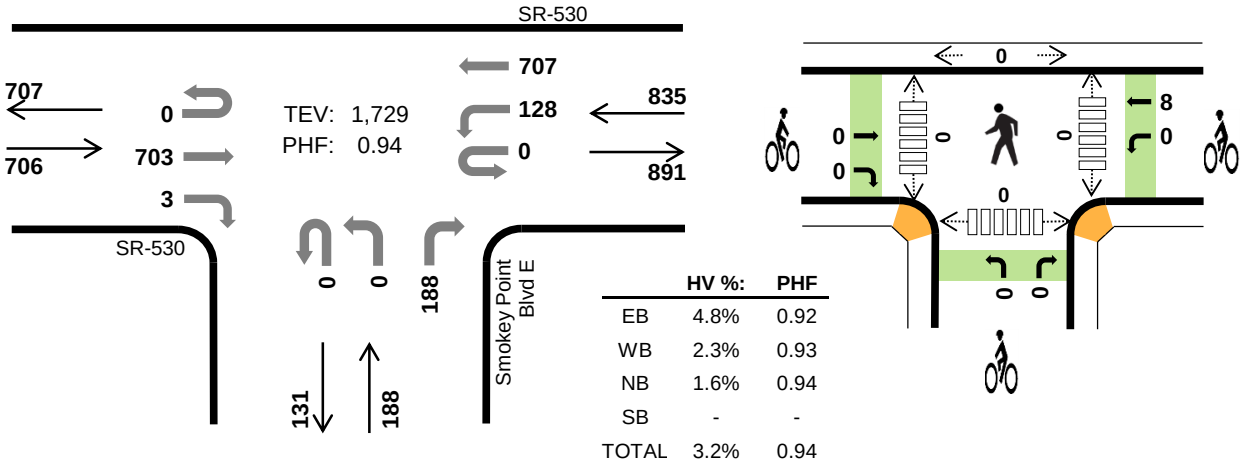
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Smokey Point Blvd E
SR-530

N

Peak Hour

Date: 06/02/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	4.8%	0.92
WB	2.3%	0.93
NB	1.6%	0.94
SB	-	-
TOTAL	3.2%	0.94

Two-Hour Count Summaries

Interval Start		SR-530 Eastbound				SR-530 Westbound				Smokey Point Blvd E Northbound				0 Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	167	0	0	37	184	0	0	0	0	41	0	0	0	0	429	0
4:15 PM		0	0	170	1	0	27	155	0	0	0	0	42	0	0	0	0	395	0
4:30 PM		**0**	**0**	**183**	**1**	**0**	**30**	**194**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**458**	0
4:45 PM		**0**	**0**	**180**	**0**	**0**	**30**	**187**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**445**	1,727
5:00 PM		**0**	**0**	**149**	**1**	**0**	**39**	**173**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**405**	1,703
5:15 PM		**0**	**0**	**191**	**1**	**0**	**29**	**153**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**421**	**1,729**
5:30 PM		0	0	198	0	0	29	153	0	0	0	0	43	0	0	0	0	423	1,694
5:45 PM		0	0	155	1	0	24	119	0	0	0	0	48	0	0	0	0	347	1,596
Count Total		0	0	1,393	5	0	245	1,318	0	0	0	0	362	0	0	0	0	3,323	0
Peak Hour	**All**	**0**	**0**	**703**	**3**	**0**	**128**	**707**	**0**	**0**	**0**	**0**	**188**	**0**	**0**	**0**	**0**	**1,729**	**0**
	HV	**0**	**0**	**34**	**0**	**0**	**4**	**15**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**56**	**0**
	HV%	**-**	**-**	**5%**	**0%**	**-**	**3%**	**2%**	**-**	**-**	**-**	**-**	**2%**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	13	10	3	0	*26*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	9	8	0	0	*17*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**9**	**3**	**2**	**0**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**10**	**8**	**1**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**8**	**2**	**0**	**0**	***10***	**0**	**8**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**7**	**6**	**0**	**0**	***13***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	2	6	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	4	4	1	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	62	47	7	0	*116*	0	8	0	0	*8*	0	0	0	0	*0*
Peak Hr	**34**	**19**	**3**	**0**	***56***	**0**	**8**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	SR-530 Eastbound				SR-530 Westbound				Smokey Point Blvd E Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	13	0	0	0	10	0	0	0	0	3	0	0	0	0	26	0
4:15 PM	0	0	9	0	0	3	5	0	0	0	0	0	0	0	0	0	17	0
4:30 PM	**0**	**0**	**9**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**14**	0
4:45 PM	**0**	**0**	**10**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	76
5:00 PM	**0**	**0**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	60
5:15 PM	**0**	**0**	**7**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**56**
5:30 PM	0	0	2	0	0	2	4	0	0	0	0	0	0	0	0	0	8	50
5:45 PM	0	0	4	0	0	1	3	0	0	0	0	1	0	0	0	0	9	40
Count Total	0	0	62	0	0	10	37	0	0	0	0	7	0	0	0	0	116	0
Peak Hour	**0**	**0**	**34**	**0**	**0**	**4**	**15**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**56**	**0**

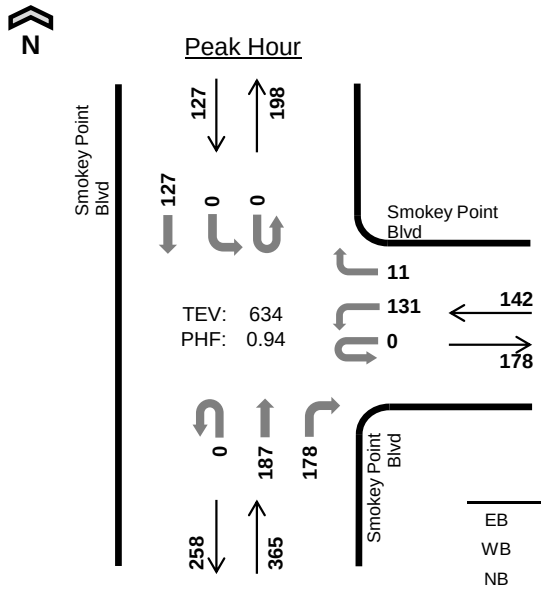
Two-Hour Count Summaries - Bikes

Interval Start	SR-530 Eastbound			SR-530 Westbound			Smokey Point Blvd E Northbound			0 Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Count Total	0	0	0	0	8	0	0	0	0	0	0	0	8	0
Peak Hour	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**

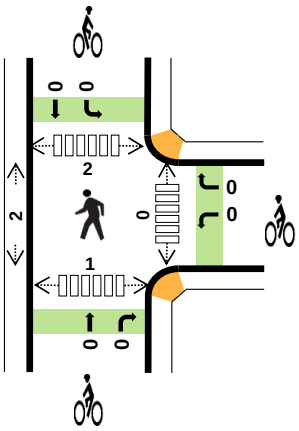
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Smokey Point Blvd
Smokey Point Blvd

Date: 06/02/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	2.8%	0.87
NB	7.4%	0.95
SB	3.1%	0.93
TOTAL	5.5%	0.94



Two-Hour Count Summaries

Interval Start	0 Eastbound				Smokey Point Blvd Westbound				Smokey Point Blvd Northbound				Smokey Point Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	36	0	1	0	0	54	42	0	0	36	0	169	0
4:15 PM	0	0	0	0	0	35	0	2	0	0	51	32	0	1	35	0	156	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**2**	**0**	**0**	**45**	**48**	**0**	**0**	**27**	**0**	**149**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**3**	**0**	**0**	**36**	**47**	**0**	**0**	**32**	**0**	**150**	624
5:00 PM	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**3**	**0**	**0**	**52**	**44**	**0**	**0**	**34**	**0**	**167**	622
5:15 PM	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**3**	**0**	**0**	**54**	**39**	**0**	**0**	**34**	**0**	**168**	**634**
5:30 PM	0	0	0	0	0	31	0	1	0	0	39	35	0	0	31	0	137	622
5:45 PM	0	0	0	0	0	24	0	2	0	0	32	55	0	0	24	0	137	609
Count Total	0	0	0	0	0	257	0	17	0	0	363	342	0	1	253	0	1,233	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**131**	**0**	**11**	**0**	**0**	**187**	**178**	**0**	**0**	**127**	**0**	**634**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**22**	**5**	**0**	**0**	**4**	**0**	**35**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**0%**	**-**	**-**	**12%**	**3%**	**-**	**-**	**3%**	**-**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	7	1	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	3	9	3	*15*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	**0**	**0**	**5**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
4:45 PM	**0**	**4**	**8**	**4**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
5:00 PM	**0**	**0**	**6**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**8**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	3	1	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	1	2	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	0	12	46	12	*70*	0	0	0	0	*0*	0	2	2	1	*5*
Peak Hr	**0**	**4**	**27**	**4**	***35***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**2**	**1**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	0				Smokey Point Blvd				Smokey Point Blvd				Smokey Point Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	5	2	0	0	1	0	9	0
4:15 PM	0	0	0	0	0	3	0	0	0	0	9	0	0	0	3	0	15	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**4**	**0**	**16**	45
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	42
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**8**	**35**
5:30 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	3	0	7	37
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	4	25
Count Total	0	0	0	0	0	12	0	0	0	0	38	8	0	0	12	0	70	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**22**	**5**	**0**	**0**	**4**	**0**	**35**	**0**

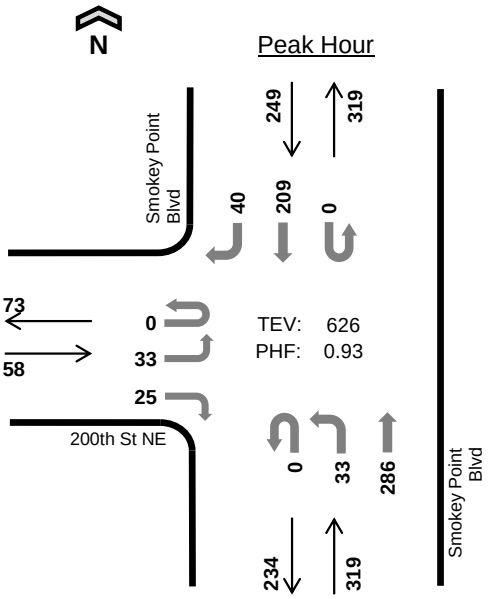
Two-Hour Count Summaries - Bikes

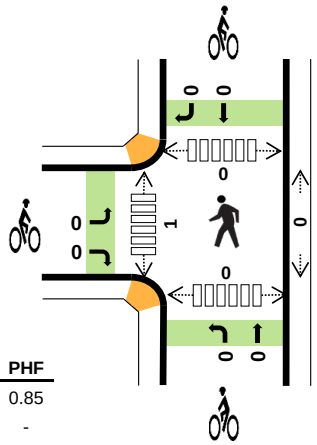
Interval Start	0			Smokey Point Blvd			Smokey Point Blvd			Smokey Point Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Smokey Point Blvd
200th St NE

Date: 06/02/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	3.4%	0.85
WB	-	-
NB	2.8%	0.92
SB	3.6%	0.89
TOTAL	3.2%	0.93

Two-Hour Count Summaries

Interval Start		200th St NE Eastbound				0 Westbound				Smokey Point Blvd Northbound				Smokey Point Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	5	0	6	0	0	0	0	0	9	73	0	0	0	60	11	164	0
4:15 PM		**0**	**12**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**11**	**61**	**0**	**0**	**0**	**56**	**9**	**154**	0
4:30 PM		**0**	**7**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**4**	**69**	**0**	**0**	**0**	**39**	**9**	**136**	0
4:45 PM		**0**	**7**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**9**	**78**	**0**	**0**	**0**	**56**	**10**	**168**	622
5:00 PM		**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**78**	**0**	**0**	**0**	**58**	**12**	**168**	**626**
5:15 PM		0	6	0	7	0	0	0	0	0	12	70	0	0	0	45	3	143	615
5:30 PM		0	11	0	5	0	0	0	0	0	10	58	0	0	0	46	6	136	615
5:45 PM		0	5	0	3	0	0	0	0	0	2	70	0	0	0	37	8	125	572
Count Total		0	60	0	46	0	0	0	0	0	66	557	0	0	0	397	68	1,194	0
Peak Hour	**All**	**0**	**33**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**33**	**286**	**0**	**0**	**0**	**209**	**40**	**626**	**0**
	HV	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**1**	**20**	**0**
	HV%	**-**	**6%**	**-**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**3%**	**-**	**-**	**-**	**4%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**1**	**0**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**3**	**5**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:15 PM	1	0	2	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	0	0	1	5	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	3	0	14	18	*35*	0	0	0	0	*0*	0	1	0	0	*1*
Peak Hr	**2**	**0**	**9**	**9**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

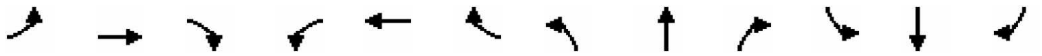
Interval Start	200th St NE				0				Smokey Point Blvd				Smokey Point Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	4	0
4:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**4**	16
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**1**	**8**	**20**
5:15 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5	20
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Count Total	0	3	0	0	0	0	0	0	0	0	14	0	0	0	16	2	35	0
Peak Hour	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**1**	**20**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	200th St NE			0			Smokey Point Blvd			Smokey Point Blvd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Appendix C LOS Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	145	70	375	210	0	0	0	0	325	5	40
Future Volume (veh/h)	0	145	70	375	210	0	0	0	0	325	5	40
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	1781	1781	0				1678	1678	1678
Adj Flow Rate, veh/h	0	151	73	391	219	0				339	5	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	10	10	8	8	0				15	15	15
Cap, veh/h	0	671	568	676	1039	0				372	5	46
Arrive On Green	0.00	0.38	0.38	0.14	0.58	0.00				0.30	0.27	0.30
Sat Flow, veh/h	0	1752	1483	1697	1781	0				1384	20	172
Grp Volume(v), veh/h	0	151	73	391	219	0				386	0	0
Grp Sat Flow(s),veh/h/ln	0	1752	1483	1697	1781	0				1576	0	0
Q Serve(g_s), s	0.0	5.8	3.2	13.5	5.8	0.0				23.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.8	3.2	13.5	5.8	0.0				23.6	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.88		0.11
Lane Grp Cap(c), veh/h	0	671	568	676	1039	0				424	0	0
V/C Ratio(X)	0.00	0.22	0.13	0.58	0.21	0.00				0.91	0.00	0.00
Avail Cap(c_a), veh/h	0	671	568	676	1039	0				728	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	20.8	20.0	13.7	9.9	0.0				33.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.5	1.1	0.4	0.0				13.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	1.2	5.1	2.3	0.0				10.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.6	20.5	14.8	10.3	0.0				47.3	0.0	0.0
LnGrp LOS		C	C	B	B					D		
Approach Vol, veh/h		224			610						386	
Approach Delay, s/veh		21.2			13.2						47.3	
Approach LOS		C			B						D	

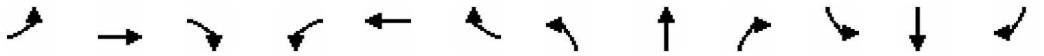
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.0	44.3		35.7		64.3
Change Period (Y+Rc), s	5.5	* 6		5.8		6.0
Max Green Setting (Gmax), s	14.5	* 19		49.2		39.0
Max Q Clear Time (g_c+I1), s	15.5	7.8		25.6		7.8
Green Ext Time (p_c), s	0.0	1.1		4.2		1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	435	0	0	490	485	100	5	520	0	0	0
Future Volume (veh/h)	35	435	0	0	490	485	100	5	520	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1693	1693	0	0	1826	1826	1767	1767	1767			
Adj Flow Rate, veh/h	36	448	0	0	505	500	103	5	536			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	14	14	0	0	5	5	9	9	9			
Cap, veh/h	330	1117	0	0	1045	883	357	17	332			
Arrive On Green	0.06	1.00	0.00	0.00	0.57	0.57	0.22	0.22	0.22			
Sat Flow, veh/h	1612	1693	0	0	1826	1543	1608	78	1497			
Grp Volume(v), veh/h	36	448	0	0	505	500	108	0	536			
Grp Sat Flow(s),veh/h/ln	1612	1693	0	0	1826	1543	1686	0	1497			
Q Serve(g_s), s	0.9	0.0	0.0	0.0	16.3	20.5	5.3	0.0	22.2			
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.0	16.3	20.5	5.3	0.0	22.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	330	1117	0	0	1045	883	374	0	332			
V/C Ratio(X)	0.11	0.40	0.00	0.00	0.48	0.57	0.29	0.00	1.61			
Avail Cap(c_a), veh/h	383	1117	0	0	1045	883	374	0	332			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.7	0.0	0.0	0.0	12.6	13.5	32.3	0.0	38.9			
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.0	1.6	2.6	0.7	0.0	289.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	0.0	6.7	7.3	2.2	0.0	34.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.9	1.0	0.0	0.0	14.2	16.1	33.1	0.0	328.2			
LnGrp LOS	A	A			B	B	C		F			
Approach Vol, veh/h		484			1005			644				
Approach Delay, s/veh		1.6			15.2			278.7				
Approach LOS		A			B			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		72.0			8.8	63.2		28.0				
Change Period (Y+Rc), s		6.0			5.6	* 6		5.8				
Max Green Setting (Gmax), s		66.0			6.4	* 54		22.2				
Max Q Clear Time (g_c+I1), s		2.0			2.9	22.5		24.2				
Green Ext Time (p_c), s		4.9			0.0	9.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	91.7
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	705	5	130	705	0	190
Future Vol, veh/h	705	5	130	705	0	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	350	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	750	5	138	750	0	202

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	-	753
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	855	-	0	410
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	855	-	-	410
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.56	22.03
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	855	-
HCM Lane V/C Ratio	0.493	-	-	0.162	-
HCM Control Delay (s/veh)	22	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.6	-	-	0.6	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	125	185	180	130	10
Future Vol, veh/h	0	125	185	180	130	10
Conflicting Peds, #/hr	2	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	7	7	3	3
Mvmt Flow	0	133	197	191	138	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	146	151	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	4.17	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	0	899	1400	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	897	1397	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.71	4.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	897	-	-
HCM Lane V/C Ratio	0.141	-	0.148	-	-
HCM Control Delay (s/veh)	8	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	-	-

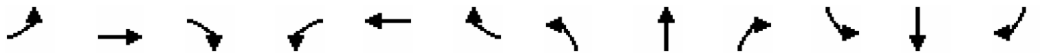
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	25	35	285	210	40
Future Vol, veh/h	35	25	35	285	210	40
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	4	4
Mvmt Flow	38	27	38	306	226	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	631	249	270	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	443	787	1288	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	785	1287	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.78	0.86	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	197	-	527	-	-
HCM Lane V/C Ratio	0.029	-	0.122	-	-
HCM Control Delay (s/veh)	7.9	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	180	110	425	230	0	0	0	0	395	5	55
Future Volume (veh/h)	0	180	110	425	230	0	0	0	0	395	5	55
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	1781	1781	0				1678	1678	1678
Adj Flow Rate, veh/h	0	188	115	443	240	0				411	5	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	10	10	8	8	0				15	15	15
Cap, veh/h	0	503	426	616	964	0				425	5	59
Arrive On Green	0.00	0.29	0.29	0.33	0.90	0.00				0.34	0.31	0.34
Sat Flow, veh/h	0	1752	1482	1697	1781	0				1369	17	190
Grp Volume(v), veh/h	0	188	115	443	240	0				473	0	0
Grp Sat Flow(s),veh/h/ln	0	1752	1482	1697	1781	0				1575	0	0
Q Serve(g_s), s	0.0	8.6	6.0	19.1	1.7	0.0				29.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.6	6.0	19.1	1.7	0.0				29.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.87		0.12
Lane Grp Cap(c), veh/h	0	503	426	616	964	0				489	0	0
V/C Ratio(X)	0.00	0.37	0.27	0.72	0.25	0.00				0.97	0.00	0.00
Avail Cap(c_a), veh/h	0	503	426	616	964	0				561	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.72	0.72	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	28.5	27.5	14.8	2.3	0.0				32.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	1.6	2.9	0.4	0.0				29.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	2.3	5.7	0.6	0.0				14.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.6	29.1	17.8	2.7	0.0				61.5	0.0	0.0
LnGrp LOS		C	C	B	A					E		
Approach Vol, veh/h		303			683						473	
Approach Delay, s/veh		30.0			12.5						61.5	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	25.4	34.7		39.9		60.1
Change Period (Y+Rc), s	5.5	* 6		5.8		6.0
Max Green Setting (Gmax), s	19.9	* 24		38.6		49.6
Max Q Clear Time (g_c+I1), s	21.1	10.6		31.5		3.7
Green Ext Time (p_c), s	0.0	1.7		2.6		2.3

Intersection Summary		
HCM 7th Control Delay, s/veh		32.0
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	525	0	0	510	600	145	5	590	0	0	0
Future Volume (veh/h)	50	525	0	0	510	600	145	5	590	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1693	1693	0	0	1826	1826	1767	1767	1767			
Adj Flow Rate, veh/h	52	541	0	0	526	619	149	5	608			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	14	14	0	0	5	5	9	9	9			
Cap, veh/h	201	829	0	0	723	610	639	21	587			
Arrive On Green	0.08	0.98	0.00	0.00	0.40	0.40	0.39	0.39	0.39			
Sat Flow, veh/h	1612	1693	0	0	1826	1542	1630	55	1497			
Grp Volume(v), veh/h	52	541	0	0	526	619	154	0	608			
Grp Sat Flow(s),veh/h/ln	1612	1693	0	0	1826	1542	1685	0	1497			
Q Serve(g_s), s	1.8	1.8	0.0	0.0	24.4	39.6	6.1	0.0	39.2			
Cycle Q Clear(g_c), s	1.8	1.8	0.0	0.0	24.4	39.6	6.1	0.0	39.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	201	829	0	0	723	610	661	0	587			
V/C Ratio(X)	0.26	0.65	0.00	0.00	0.73	1.01	0.23	0.00	1.04			
Avail Cap(c_a), veh/h	221	829	0	0	723	610	661	0	587			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.6	0.5	0.0	0.0	25.6	30.2	20.3	0.0	30.4			
Incr Delay (d2), s/veh	0.6	3.7	0.0	0.0	6.3	40.1	0.3	0.0	46.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	1.1	0.0	0.0	11.5	20.8	2.4	0.0	21.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	4.2	0.0	0.0	32.0	70.3	20.6	0.0	77.2			
LnGrp LOS	B	A			C	F	C		F			
Approach Vol, veh/h		593			1145			762				
Approach Delay, s/veh		5.5			52.7			65.7				
Approach LOS		A			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		55.0			9.4	45.6		45.0				
Change Period (Y+Rc), s		6.0			5.6	* 6		5.8				
Max Green Setting (Gmax), s		49.0			5.1	* 39		39.2				
Max Q Clear Time (g_c+I1), s		3.8			3.8	41.6		41.2				
Green Ext Time (p_c), s		6.2			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	140	0	525	225	0
Future Vol, veh/h	0	140	0	525	225	0
Conflicting Peds, #/hr	4	3	3	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	7	7	3	3
Mvmt Flow	0	149	0	559	239	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	246	243	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	4.17	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	0	790	1294	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	785	1289	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	785	-	-
HCM Lane V/C Ratio	-	-	0.19	-	-
HCM Ctrl Dly (s/v)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	19.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	110	145	400	370	190
Future Vol, veh/h	115	110	145	400	370	190
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	4	4
Mvmt Flow	124	118	156	430	398	204

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1244	502	603	0	-	0
Stage 1	501	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	191	567	970	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	566	969	-	-	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	111.48	2.51	0
HCM LOS	F		

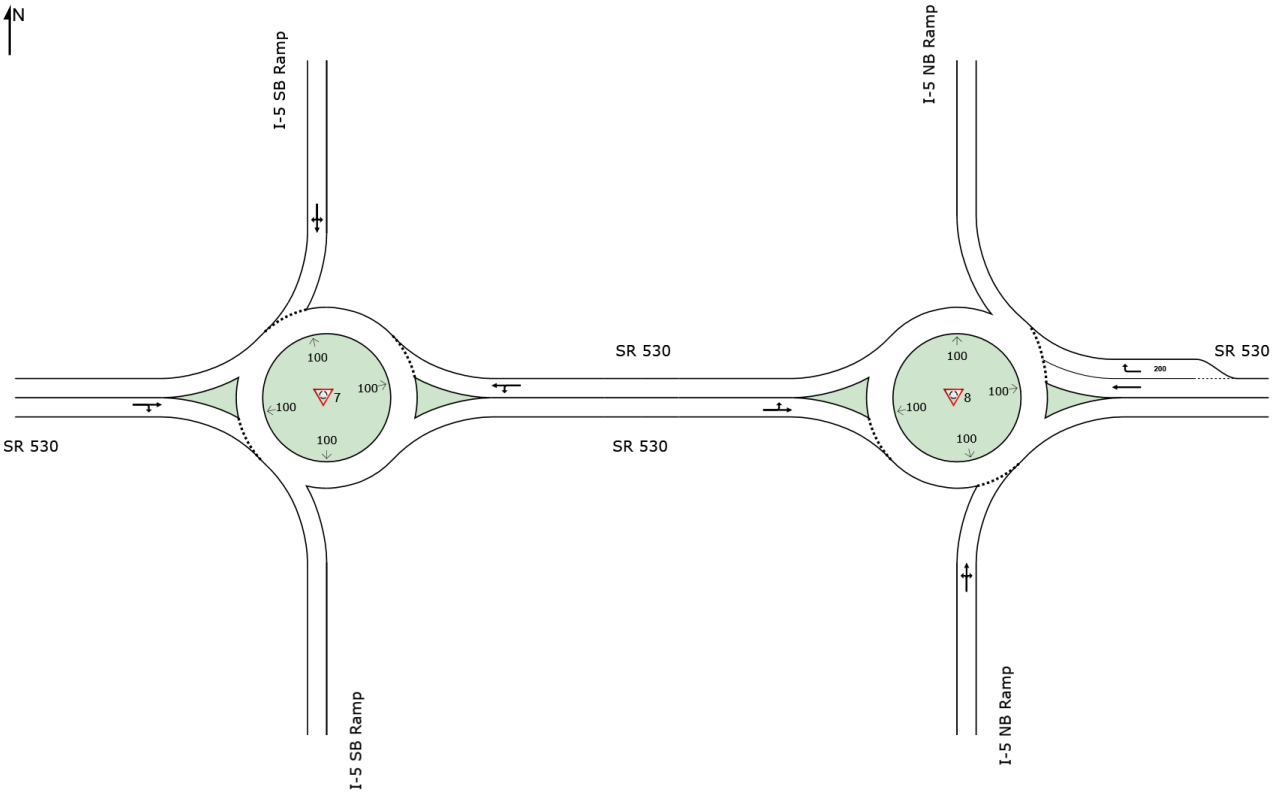
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	479	-	235	-	-
HCM Lane V/C Ratio	0.161	-	1.03	-	-
HCM Ctrl Dly (s/v)	9.4	0	111.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	10	-	-

NETWORK LAYOUT

Network: N101 [SR 530_I-5 Ramps Network_Alt 1 (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
7	NA	7. I-5 SB Ramps/SR 530
8	NA	8. I-5 NB Ramps/SR 530

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Project: M:\23\1.23264.01 - Island Crossing EIS\Traffic Analysis\Traffic Operations\Existing_Future_RABs.sip9

MOVEMENT SUMMARY

Site: 7 [7. I-5 SB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 1)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530_I-5 Ramps Network_Alt 1 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: SR 530															
1	L2	All MCs	443	8.0	443	8.0	0.500	9.8	LOS A	0.0	0.0	0.00	0.60	0.00	32.0
6	T1	All MCs	240	8.0	240	8.0	0.500	3.8	LOS A	0.0	0.0	0.00	0.60	0.00	33.0
Approach			682	8.0	682	8.0	0.500	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	32.3
North: I-5 SB Ramp															
7	L2	All MCs	411	15.0	411	15.0	0.642	20.3	LOS C	5.9	166.2	0.85	0.95	1.23	24.6
4	T1	All MCs	5	15.0	5	15.0	0.642	14.2	LOS B	5.9	166.2	0.85	0.95	1.23	29.4
14	R2	All MCs	57	15.0	57	15.0	0.642	14.4	LOS B	5.9	166.2	0.85	0.95	1.23	29.1
Approach			474	15.0	474	15.0	0.642	19.5	LOS B	5.9	166.2	0.85	0.95	1.23	25.5
West: SR 530															
2	T1	All MCs	188	10.0	188	10.0	0.535	15.2	LOS B	4.5	121.9	0.94	0.91	1.21	26.3
12	R2	All MCs	115	10.0	115	10.0	0.535	15.4	LOS B	4.5	121.9	0.94	0.91	1.21	30.6
Approach			302	10.0	302	10.0	0.535	15.3	LOS B	4.5	121.9	0.94	0.91	1.21	28.4
All Vehicles			1458	10.7	1458	10.7	0.642	13.1	LOS B	5.9	166.2	0.47	0.78	0.65	29.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 8 [8. I-5 NB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 1)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530_I-5 Ramps Network_Alt 1 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-5 NB Ramp															
3	L2	All MCs	149	9.0	149	9.0	0.906	31.1	LOS D	17.9	478.6	1.00	1.36	2.17	20.9
8	T1	All MCs	5	9.0	5	9.0	0.906	25.1	LOS D	17.9	478.6	1.00	1.36	2.17	26.8
18	R2	All MCs	608	9.0	608	9.0	0.906	25.2	LOS D	17.9	478.6	1.00	1.36	2.17	24.1
Approach			763	9.0	763	9.0	0.906	26.3	LOS C	17.9	478.6	1.00	1.36	2.17	23.7
East: SR 530															
6	T1	All MCs	526	5.0	526	5.0	0.451	5.1	LOS A	3.2	84.2	0.54	0.49	0.54	28.7
16	R2	All MCs	619	5.0	619	5.0	0.444	5.2	LOS A	3.3	86.4	0.51	0.53	0.51	33.6
Approach			1144	5.0	1144	5.0	0.451	5.1	LOS A	3.3	86.4	0.52	0.51	0.52	32.2
West: SR 530															
5	L2	All MCs	52	14.0	52	14.0	0.459	9.9	LOS A	0.0	0.0	0.00	0.41	0.00	33.7
2	T1	All MCs	541	14.0	541	14.0	0.459	3.9	LOS A	0.0	0.0	0.00	0.41	0.00	32.1
Approach			593	14.0	593	14.0	0.459	4.4	LOS A	0.0	0.0	0.00	0.41	0.00	32.2
All Vehicles			2500	8.4	2500	8.4	0.906	11.4	LOS B	17.9	478.6	0.54	0.75	0.90	28.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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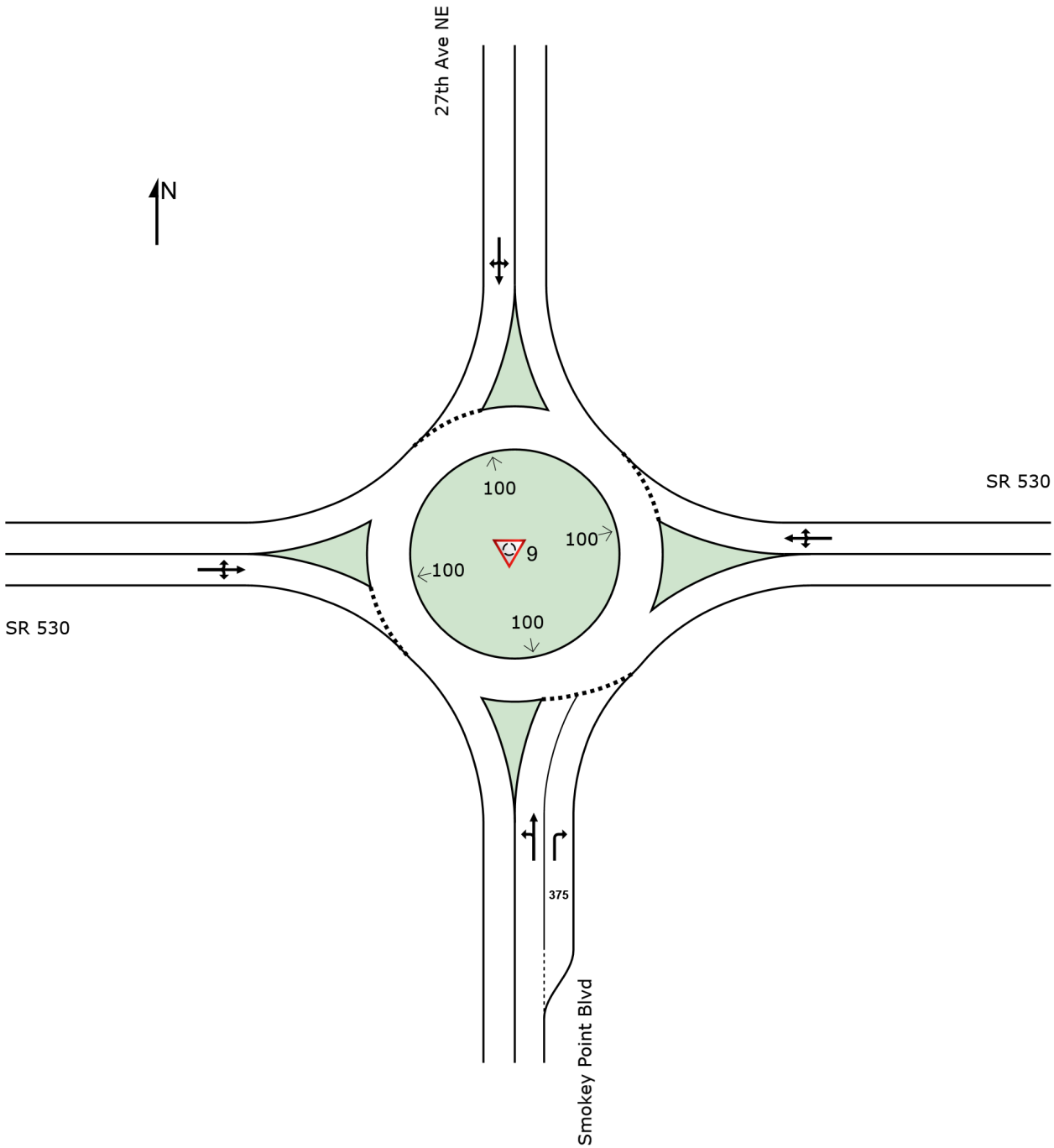
SITE LAYOUT

Site: 9 [9. Smokey Point Blvd/SR 530 (Site Folder: Future (2044) - Alternative 1)]

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 9 [9. Smokey Point Blvd/SR 530 (Site Folder: Future (2044) - Alternative 1)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Blvd															
3	L2	All MCs	239	2.0	239	2.0	0.601	24.2	LOS C	5.9	149.7	1.00	0.99	1.30	26.3
8	T1	All MCs	21	2.0	21	2.0	0.601	18.2	LOS B	5.9	149.7	1.00	0.99	1.30	28.1
18	R2	All MCs	298	2.0	298	2.0	0.499	13.0	LOS B	5.1	130.4	1.00	0.88	1.12	31.6
Approach			559	2.0	559	2.0	0.601	18.0	LOS B	5.9	149.7	1.00	0.93	1.20	29.1
East: SR 530															
1	L2	All MCs	223	2.0	223	2.0	1.034	41.2	LOS F	42.6	1082.6	1.00	1.68	2.33	23.8
6	T1	All MCs	915	2.0	915	2.0	1.034	35.2	LOS F	42.6	1082.6	1.00	1.68	2.33	22.8
16	R2	All MCs	16	2.0	16	2.0	1.034	35.3	LOS F	42.6	1082.6	1.00	1.68	2.33	24.0
Approach			1154	2.0	1154	2.0	1.034	36.4	LOS D	42.6	1082.6	1.00	1.68	2.33	23.0
North: 27th Ave NE															
7	L2	All MCs	11	2.0	11	2.0	0.205	26.7	LOS C	1.6	41.1	1.00	0.88	1.00	27.9
4	T1	All MCs	21	2.0	21	2.0	0.205	20.7	LOS C	1.6	41.1	1.00	0.88	1.00	28.4
14	R2	All MCs	21	2.0	21	2.0	0.205	20.8	LOS C	1.6	41.1	1.00	0.88	1.00	26.9
Approach			53	2.0	53	2.0	0.205	22.0	LOS C	1.6	41.1	1.00	0.88	1.00	27.8
West: SR 530															
5	L2	All MCs	21	5.0	21	5.0	0.845	15.8	LOS B	14.5	378.0	0.97	0.78	1.17	31.9
2	T1	All MCs	910	5.0	910	5.0	0.845	9.8	LOS A	14.5	378.0	0.97	0.78	1.17	32.7
12	R2	All MCs	5	5.0	5	5.0	0.845	10.0	LOS A	14.5	378.0	0.97	0.78	1.17	32.3
Approach			936	5.0	936	5.0	0.845	10.0	LOS A	14.5	378.0	0.97	0.78	1.17	32.6
All Vehicles			2702	3.0	2702	3.0	1.034	23.1	LOS C	42.6	1082.6	0.99	1.20	1.67	27.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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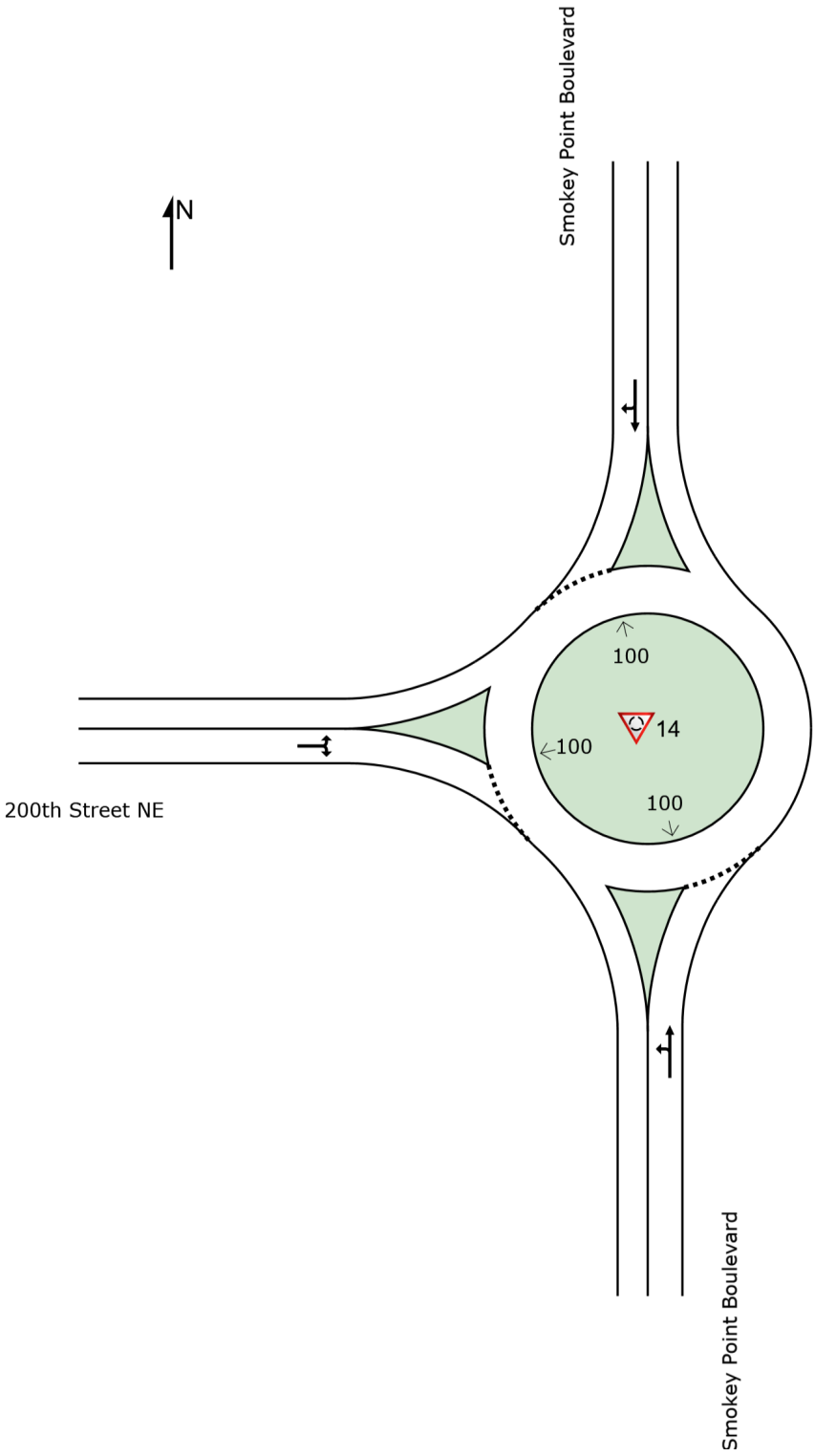
SITE LAYOUT

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 1)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 1)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Boulevard															
3	L2	All MCs	156	3.0	156	3.0	0.456	10.5	LOS B	3.3	84.2	0.40	0.49	0.40	34.0
8	T1	All MCs	430	3.0	430	3.0	0.456	4.5	LOS A	3.3	84.2	0.40	0.49	0.40	34.8
Approach			586	3.0	586	3.0	0.456	6.1	LOS A	3.3	84.2	0.40	0.49	0.40	34.6
North: Smokey Point Boulevard															
4	T1	All MCs	398	4.0	398	4.0	0.484	4.8	LOS A	3.4	88.4	0.44	0.47	0.44	35.3
14	R2	All MCs	204	4.0	204	4.0	0.484	4.9	LOS A	3.4	88.4	0.44	0.47	0.44	35.0
Approach			602	4.0	602	4.0	0.484	4.8	LOS A	3.4	88.4	0.44	0.47	0.44	35.2
West: 200th Street NE															
5	L2	All MCs	124	3.0	124	3.0	0.231	11.6	LOS B	1.3	33.2	0.54	0.64	0.54	33.2
12	R2	All MCs	118	3.0	118	3.0	0.231	5.8	LOS A	1.3	33.2	0.54	0.64	0.54	33.6
Approach			242	3.0	242	3.0	0.231	8.8	LOS A	1.3	33.2	0.54	0.64	0.54	33.4
All Vehicles			1430	3.4	1430	3.4	0.484	6.0	LOS A	3.4	88.4	0.44	0.51	0.44	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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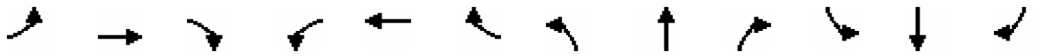


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	180	105	425	230	0	0	0	0	410	5	55
Future Volume (veh/h)	0	180	105	425	230	0	0	0	0	410	5	55
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	1781	1781	0				1678	1678	1678
Adj Flow Rate, veh/h	0	188	109	443	240	0				427	5	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	10	10	8	8	0				15	15	15
Cap, veh/h	0	511	432	598	947	0				441	5	59
Arrive On Green	0.00	0.29	0.29	0.31	0.89	0.00				0.35	0.32	0.35
Sat Flow, veh/h	0	1752	1482	1697	1781	0				1376	16	184
Grp Volume(v), veh/h	0	188	109	443	240	0				489	0	0
Grp Sat Flow(s),veh/h/ln	0	1752	1482	1697	1781	0				1576	0	0
Q Serve(g_s), s	0.0	8.5	5.6	18.5	2.0	0.0				30.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.5	5.6	18.5	2.0	0.0				30.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.87		0.12
Lane Grp Cap(c), veh/h	0	511	432	598	947	0				505	0	0
V/C Ratio(X)	0.00	0.37	0.25	0.74	0.25	0.00				0.97	0.00	0.00
Avail Cap(c_a), veh/h	0	511	432	598	947	0				570	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.68	0.68	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	28.1	27.1	16.2	2.7	0.0				32.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	1.4	3.4	0.4	0.0				29.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	2.1	6.0	0.7	0.0				15.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.2	28.5	19.5	3.2	0.0				61.3	0.0	0.0
LnGrp LOS		C	C	B	A					E		
Approach Vol, veh/h		297			683						489	
Approach Delay, s/veh		29.5			13.8						61.3	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.0	35.2		40.8		59.2
Change Period (Y+Rc), s	5.5	* 6		5.8		6.0
Max Green Setting (Gmax), s	18.5	* 25		39.2		49.0
Max Q Clear Time (g_c+I1), s	20.5	10.5		32.5		4.0
Green Ext Time (p_c), s	0.0	1.7		2.5		2.3

Intersection Summary		
HCM 7th Control Delay, s/veh		32.8
HCM 7th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	540	0	0	510	630	145	5	610	0	0	0
Future Volume (veh/h)	50	540	0	0	510	630	145	5	610	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1693	1693	0	0	1826	1826	1767	1767	1767			
Adj Flow Rate, veh/h	52	557	0	0	526	649	149	5	629			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	14	14	0	0	5	5	9	9	9			
Cap, veh/h	193	812	0	0	704	595	655	22	602			
Arrive On Green	0.08	0.96	0.00	0.00	0.39	0.39	0.40	0.40	0.40			
Sat Flow, veh/h	1612	1693	0	0	1826	1541	1630	55	1497			
Grp Volume(v), veh/h	52	557	0	0	526	649	154	0	629			
Grp Sat Flow(s),veh/h/ln	1612	1693	0	0	1826	1541	1685	0	1497			
Q Serve(g_s), s	1.8	3.9	0.0	0.0	24.9	38.6	6.0	0.0	40.2			
Cycle Q Clear(g_c), s	1.8	3.9	0.0	0.0	24.9	38.6	6.0	0.0	40.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	193	812	0	0	704	595	677	0	602			
V/C Ratio(X)	0.27	0.69	0.00	0.00	0.75	1.09	0.23	0.00	1.05			
Avail Cap(c_a), veh/h	214	812	0	0	704	595	677	0	602			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.91	0.91	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	19.2	1.1	0.0	0.0	26.5	30.7	19.7	0.0	29.9			
Incr Delay (d2), s/veh	0.7	4.3	0.0	0.0	7.1	64.3	0.3	0.0	49.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	1.5	0.0	0.0	11.9	24.3	2.4	0.0	22.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	5.4	0.0	0.0	33.6	95.0	20.0	0.0	78.9			
LnGrp LOS	B	A			C	F	B		F			
Approach Vol, veh/h		609			1175			783				
Approach Delay, s/veh		6.6			67.5			67.3				
Approach LOS		A			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		54.0			9.4	44.6		46.0				
Change Period (Y+Rc), s		6.0			5.6	* 6		5.8				
Max Green Setting (Gmax), s		48.0			5.1	* 38		40.2				
Max Q Clear Time (g_c+I1), s		5.9			3.8	40.6		42.2				
Green Ext Time (p_c), s		6.4			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	140	0	540	225	0
Future Vol, veh/h	0	140	0	540	225	0
Conflicting Peds, #/hr	4	3	3	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	7	7	3	3
Mvmt Flow	0	149	0	574	239	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	246	243	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	4.17	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	0	790	1294	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	785	1289	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1289	-	785	-	-
HCM Lane V/C Ratio	-	-	0.19	-	-
HCM Ctrl Dly (s/v)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	18.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	110	145	395	360	185
Future Vol, veh/h	115	110	145	395	360	185
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	4	4
Mvmt Flow	124	118	156	425	387	199

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1225	489	587	0	-	0
Stage 1	488	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	197	577	983	-	-	-
Stage 1	615	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	576	982	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	102.02	2.51	0
HCM LOS	F		

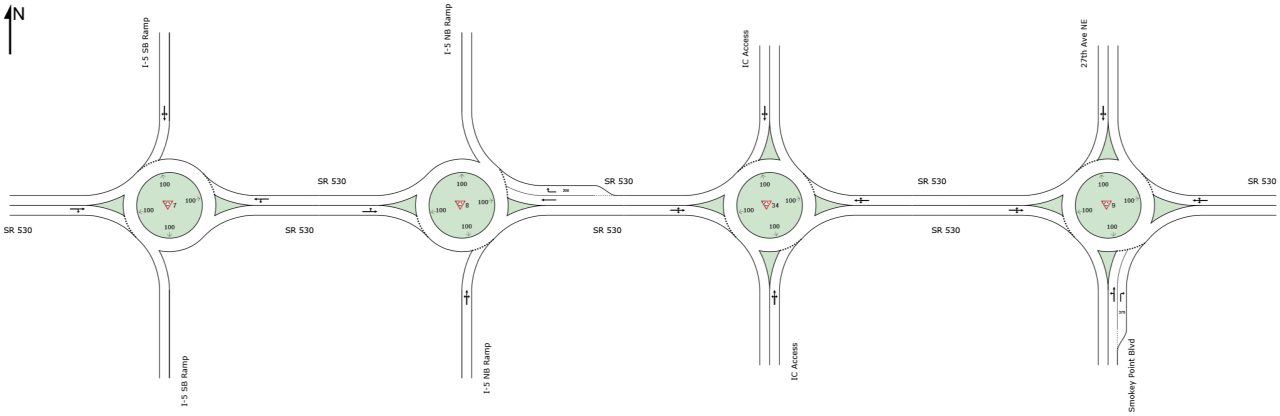
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	483	-	242	-	-
HCM Lane V/C Ratio	0.159	-	1.001	-	-
HCM Ctrl Dly (s/v)	9.4	0	102	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	9.5	-	-

NETWORK LAYOUT

Network: N101 [SR 530 Network_Alt 2 (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
7	NA	7. I-5 SB Ramps/SR 530
8	NA	8. I-5 NB Ramps/SR 530
34	NA	34. IC Access/SR 530
9	NA	9. Smokey Point Blvd/SR 530

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Project: M:\23\1.23264.01 - Island Crossing EIS\Traffic Analysis\Traffic Operations\Existing_Future_RABs.sip9

MOVEMENT SUMMARY

Site: 7 [7. I-5 SB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 2 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: SR 530															
1	L2	All MCs	443	8.0	430	8.2	0.487	9.8	LOS A	0.0	0.0	0.00	0.60	0.00	32.0
6	T1	All MCs	240	8.0	233	8.2	0.487	3.8	LOS A	0.0	0.0	0.00	0.60	0.00	33.0
Approach			682	8.0	663	8.2	0.487	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	32.3
North: I-5 SB Ramp															
7	L2	All MCs	427	15.0	427	15.0	0.654	20.2	LOS C	6.2	172.6	0.85	0.96	1.23	24.6
4	T1	All MCs	5	15.0	5	15.0	0.654	14.1	LOS B	6.2	172.6	0.85	0.96	1.23	29.5
14	R2	All MCs	57	15.0	57	15.0	0.654	14.3	LOS B	6.2	172.6	0.85	0.96	1.23	29.2
Approach			490	15.0	490	15.0	0.654	19.4	LOS B	6.2	172.6	0.85	0.96	1.23	25.5
West: SR 530															
2	T1	All MCs	188	10.0	188	10.0	0.532	15.3	LOS B	4.5	120.9	0.94	0.91	1.21	26.2
12	R2	All MCs	109	10.0	109	10.0	0.532	15.4	LOS B	4.5	120.9	0.94	0.91	1.21	30.6
Approach			297	10.0	297	10.0	0.532	15.3	LOS B	4.5	120.9	0.94	0.91	1.21	28.4
All Vehicles			1469	10.7	1449	10.9	0.654	13.2	LOS B	6.2	172.6	0.48	0.78	0.66	29.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 8 [8. I-5 NB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 2 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-5 NB Ramp															
3	L2	All MCs	149	9.0	149	9.0	0.942	36.3	LOS D	21.5	575.5	1.00	1.53	2.49	19.1
8	T1	All MCs	5	9.0	5	9.0	0.942	30.3	LOS D	21.5	575.5	1.00	1.53	2.49	25.2
18	R2	All MCs	629	9.0	629	9.0	0.942	30.4	LOS D	21.5	575.5	1.00	1.53	2.49	19.1
Approach			784	9.0	784	9.0	0.942	31.6	LOS C	21.5	575.5	1.00	1.53	2.49	19.2
East: SR 530															
6	T1	All MCs	526	5.0	506	5.1	0.436	5.1	LOS A	3.1	80.2	0.53	0.49	0.53	28.8
16	R2	All MCs	649	5.0	625	5.1	0.449	5.2	LOS A	3.4	88.0	0.51	0.53	0.51	33.6
Approach			1175	5.0	1131	5.1	0.449	5.1	LOS A	3.4	88.0	0.52	0.51	0.52	32.2
West: SR 530															
5	L2	All MCs	52	14.0	52	14.0	0.471	9.9	LOS A	0.0	0.0	0.00	0.41	0.00	33.8
2	T1	All MCs	557	14.0	557	14.0	0.471	3.9	LOS A	0.0	0.0	0.00	0.41	0.00	30.6
Approach			608	14.0	608	14.0	0.471	4.4	LOS A	0.0	0.0	0.00	0.41	0.00	31.2
All Vehicles			2567	8.4	2523	8.5	0.942	13.2	LOS B	21.5	575.5	0.54	0.80	1.01	26.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 34 [34. IC Access/SR 530 (Site Folder: Future (2044) - Alternative 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 2 (Network Folder: General)]

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: IC Access															
3	L2	All MCs	68	2.0	68	2.0	0.245	18.6	LOS B	1.8	46.5	0.97	0.81	0.97	25.9
8	T1	All MCs	1	2.0	1	2.0	0.245	12.7	LOS B	1.8	46.5	0.97	0.81	0.97	30.7
18	R2	All MCs	42	2.0	42	2.0	0.245	12.8	LOS B	1.8	46.5	0.97	0.81	0.97	25.9
Approach			112	2.0	112	2.0	0.245	16.4	LOS B	1.8	46.5	0.97	0.81	0.97	26.0
East: SR 530															
1	L2	All MCs	47	2.0	45	2.0	0.804	11.7	LOS B	10.7	271.4	0.75	0.54	0.75	32.7
6	T1	All MCs	984	2.0	940	2.0	0.804	5.7	LOS A	10.7	271.4	0.75	0.54	0.75	29.0
16	R2	All MCs	47	2.0	45	2.0	0.804	5.8	LOS A	10.7	271.4	0.75	0.54	0.75	33.2
Approach			1079	2.0	1031	2.0	0.804	6.0	LOS A	10.7	271.4	0.75	0.54	0.75	29.6
North: IC Access															
7	L2	All MCs	42	2.0	42	2.0	0.230	17.8	LOS B	1.7	43.1	0.95	0.80	0.95	27.0
4	T1	All MCs	1	2.0	1	2.0	0.230	11.8	LOS B	1.7	43.1	0.95	0.80	0.95	31.5
14	R2	All MCs	68	2.0	68	2.0	0.230	11.9	LOS B	1.7	43.1	0.95	0.80	0.95	27.0
Approach			112	2.0	112	2.0	0.230	14.1	LOS B	1.7	43.1	0.95	0.80	0.95	27.1
West: SR 530															
5	L2	All MCs	74	2.0	74	2.0	0.842	11.1	LOS B	13.7	348.2	0.73	0.48	0.73	32.2
2	T1	All MCs	979	2.0	979	2.0	0.842	5.2	LOS A	13.7	348.2	0.73	0.48	0.73	27.3
12	R2	All MCs	74	2.0	74	2.0	0.842	5.3	LOS A	13.7	348.2	0.73	0.48	0.73	32.7
Approach			1126	2.0	1126	2.0	0.842	5.6	LOS A	13.7	348.2	0.73	0.48	0.73	28.5
All Vehicles			2428	2.0	2380	2.0	0.842	6.6	LOS A	13.7	348.2	0.76	0.54	0.76	28.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: M:\23\1.23264.01 - Island Crossing EIS\Traffic Analysis\Traffic Operations\Existing_Future_RABs.sip9

MOVEMENT SUMMARY

Site: 9 [9. Smokey Point Blvd/SR 530 (Site Folder: Future (2044) - Alternative 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 2 (Network Folder: General)]

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Blvd															
3	L2	All MCs	255	2.0	255	2.0	0.654	26.4	LOS C	6.8	172.4	1.00	1.03	1.38	21.8
8	T1	All MCs	27	2.0	27	2.0	0.654	20.4	LOS C	6.8	172.4	1.00	1.03	1.38	27.4
18	R2	All MCs	298	2.0	298	2.0	0.501	13.1	LOS B	5.2	131.0	1.00	0.88	1.13	31.5
Approach			580	2.0	580	2.0	0.654	19.3	LOS B	6.8	172.4	1.00	0.96	1.25	27.5
East: SR 530															
1	L2	All MCs	218	2.0	218	2.0	1.062	51.4	LOS F	48.4	1228.6	1.00	1.89	2.81	21.5
6	T1	All MCs	926	2.0	926	2.0	1.062	45.4	LOS F	48.4	1228.6	1.00	1.89	2.81	15.6
16	R2	All MCs	16	2.0	16	2.0	1.062	45.5	LOS F	48.4	1228.6	1.00	1.89	2.81	21.7
Approach			1160	2.0	1160	2.0	1.062	46.5	LOS D	48.4	1228.6	1.00	1.89	2.81	17.2
North: 27th Ave NE															
7	L2	All MCs	16	2.0	16	2.0	0.261	26.5	LOS C	2.1	52.1	1.00	0.89	1.00	27.9
4	T1	All MCs	27	2.0	27	2.0	0.261	20.6	LOS C	2.1	52.1	1.00	0.89	1.00	28.4
14	R2	All MCs	27	2.0	27	2.0	0.261	20.7	LOS C	2.1	52.1	1.00	0.89	1.00	22.9
Approach			69	2.0	69	2.0	0.261	22.0	LOS C	2.1	52.1	1.00	0.89	1.00	26.7
West: SR 530															
5	L2	All MCs	27	5.0	27	5.0	0.843	15.8	LOS B	14.4	373.3	0.96	0.78	1.16	31.9
2	T1	All MCs	904	5.0	904	5.0	0.843	9.8	LOS A	14.4	373.3	0.96	0.78	1.16	32.7
12	R2	All MCs	5	5.0	5	5.0	0.843	9.9	LOS A	14.4	373.3	0.96	0.78	1.16	32.3
Approach			936	5.0	936	5.0	0.843	10.0	LOS A	14.4	373.3	0.96	0.78	1.16	32.7
All Vehicles			2745	3.0	2745	3.0	1.062	27.7	LOS C	48.4	1228.6	0.99	1.29	1.87	23.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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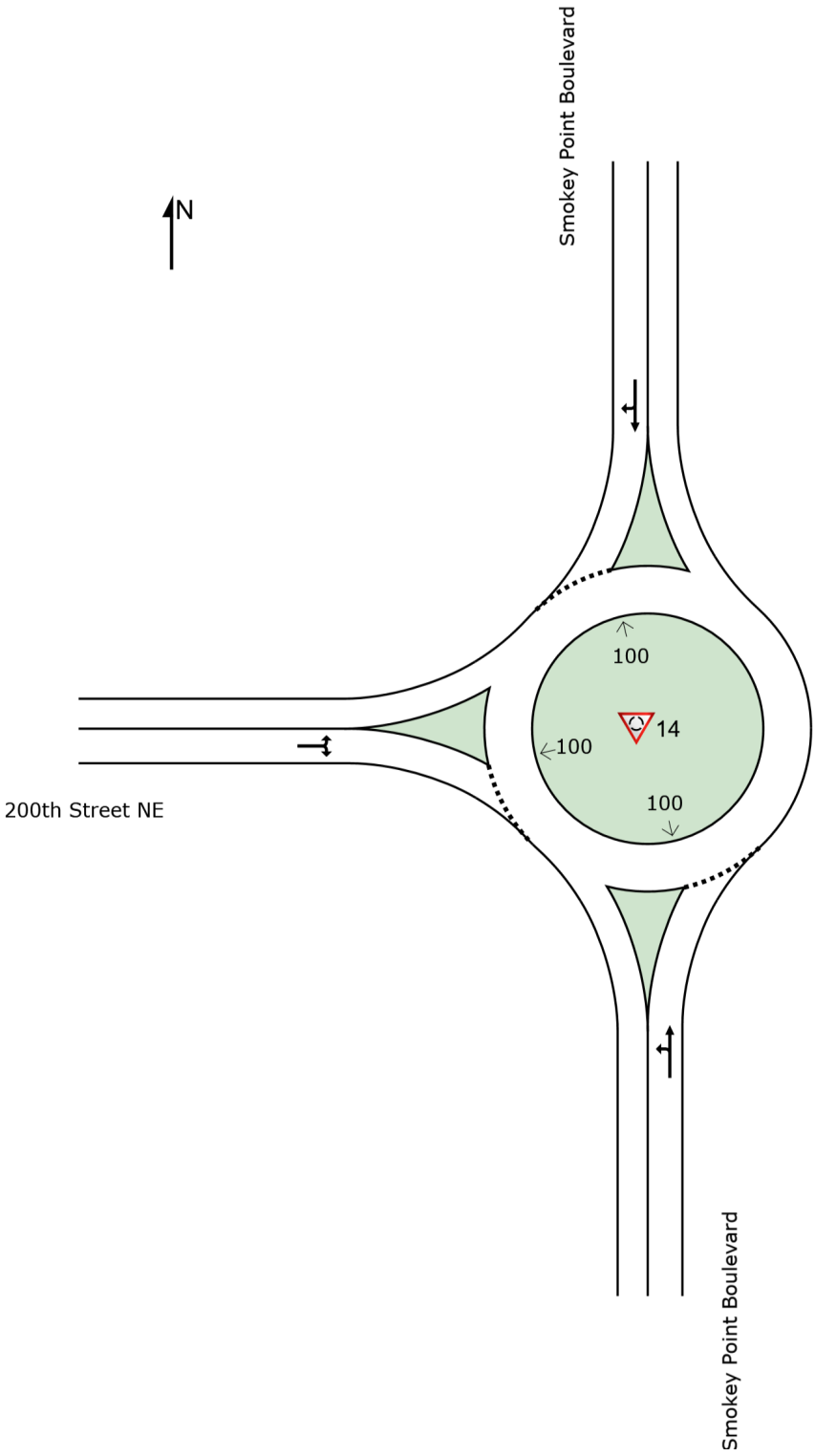
SITE LAYOUT

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 2)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Boulevard															
3	L2	All MCs	156	3.0	156	3.0	0.452	10.5	LOS B	3.2	82.8	0.40	0.49	0.40	34.0
8	T1	All MCs	425	3.0	425	3.0	0.452	4.5	LOS A	3.2	82.8	0.40	0.49	0.40	34.8
Approach			581	3.0	581	3.0	0.452	6.1	LOS A	3.2	82.8	0.40	0.49	0.40	34.6
North: Smokey Point Boulevard															
4	T1	All MCs	387	4.0	387	4.0	0.471	4.8	LOS A	3.3	84.5	0.44	0.47	0.44	35.3
14	R2	All MCs	199	4.0	199	4.0	0.471	4.9	LOS A	3.3	84.5	0.44	0.47	0.44	35.0
Approach			586	4.0	586	4.0	0.471	4.8	LOS A	3.3	84.5	0.44	0.47	0.44	35.2
West: 200th Street NE															
5	L2	All MCs	124	3.0	124	3.0	0.229	11.6	LOS B	1.3	32.7	0.54	0.64	0.54	33.2
12	R2	All MCs	118	3.0	118	3.0	0.229	5.7	LOS A	1.3	32.7	0.54	0.64	0.54	33.6
Approach			242	3.0	242	3.0	0.229	8.7	LOS A	1.3	32.7	0.54	0.64	0.54	33.4
All Vehicles			1409	3.4	1409	3.4	0.471	6.0	LOS A	3.3	84.5	0.44	0.51	0.44	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	205	95	435	230	0	0	0	0	405	5	70
Future Volume (veh/h)	0	205	95	435	230	0	0	0	0	405	5	70
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1752	1752	1781	1781	0				1678	1678	1678
Adj Flow Rate, veh/h	0	214	99	453	240	0				422	5	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	10	10	8	8	0				15	15	15
Cap, veh/h	0	504	426	577	940	0				430	5	74
Arrive On Green	0.00	0.29	0.29	0.31	0.88	0.00				0.35	0.32	0.35
Sat Flow, veh/h	0	1752	1482	1697	1781	0				1325	16	229
Grp Volume(v), veh/h	0	214	99	453	240	0				500	0	0
Grp Sat Flow(s),veh/h/ln	0	1752	1482	1697	1781	0				1570	0	0
Q Serve(g_s), s	0.0	9.9	5.1	18.5	2.1	0.0				31.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.9	5.1	18.5	2.1	0.0				31.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.84		0.15
Lane Grp Cap(c), veh/h	0	504	426	577	940	0				510	0	0
V/C Ratio(X)	0.00	0.42	0.23	0.79	0.26	0.00				0.98	0.00	0.00
Avail Cap(c_a), veh/h	0	504	426	577	940	0				553	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.58	0.58	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	28.9	27.2	17.3	2.9	0.0				32.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	1.3	4.2	0.4	0.0				33.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	1.9	6.5	0.7	0.0				16.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.5	28.5	21.5	3.3	0.0				65.0	0.0	0.0
LnGrp LOS		C	C	C	A					E		
Approach Vol, veh/h		313			693						500	
Approach Delay, s/veh		30.6			15.2						65.0	
Approach LOS		C			B						E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	34.7		41.3		58.7
Change Period (Y+Rc), s	5.5	* 6		5.8		6.0
Max Green Setting (Gmax), s	18.5	* 26		38.2		50.0
Max Q Clear Time (g_c+I1), s	20.5	11.9		33.5		4.1
Green Ext Time (p_c), s	0.0	1.8		1.9		2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	550	0	0	520	700	145	5	680	0	0	0
Future Volume (veh/h)	60	550	0	0	520	700	145	5	680	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1693	1693	0	0	1826	1826	1767	1767	1767			
Adj Flow Rate, veh/h	62	567	0	0	536	722	149	5	701			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	14	14	0	0	5	5	9	9	9			
Cap, veh/h	183	795	0	0	681	575	672	23	617			
Arrive On Green	0.08	0.94	0.00	0.00	0.37	0.37	0.41	0.41	0.41			
Sat Flow, veh/h	1612	1693	0	0	1826	1541	1630	55	1497			
Grp Volume(v), veh/h	62	567	0	0	536	722	154	0	701			
Grp Sat Flow(s),veh/h/ln	1612	1693	0	0	1826	1541	1685	0	1497			
Q Serve(g_s), s	2.3	6.1	0.0	0.0	26.1	37.3	5.9	0.0	41.2			
Cycle Q Clear(g_c), s	2.3	6.1	0.0	0.0	26.1	37.3	5.9	0.0	41.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	183	795	0	0	681	575	694	0	617			
V/C Ratio(X)	0.34	0.71	0.00	0.00	0.79	1.26	0.22	0.00	1.14			
Avail Cap(c_a), veh/h	197	795	0	0	681	575	694	0	617			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.4	1.8	0.0	0.0	27.8	31.4	19.0	0.0	29.4			
Incr Delay (d2), s/veh	0.9	4.7	0.0	0.0	8.9	129.0	0.3	0.0	80.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	1.8	0.0	0.0	12.7	33.9	2.3	0.0	27.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	6.5	0.0	0.0	36.8	160.4	19.3	0.0	109.5			
LnGrp LOS	C	A			D	F	B		F			
Approach Vol, veh/h		629			1258			855				
Approach Delay, s/veh		7.9			107.7			93.2				
Approach LOS		A			F			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		53.0			9.7	43.3		47.0				
Change Period (Y+Rc), s		6.0			5.6	* 6		5.8				
Max Green Setting (Gmax), s		47.0			5.0	* 37		41.2				
Max Q Clear Time (g_c+I1), s		8.1			4.3	39.3		43.2				
Green Ext Time (p_c), s		6.5			0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	80.3
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	210	0	600	235	0
Future Vol, veh/h	0	210	0	600	235	0
Conflicting Peds, #/hr	4	3	3	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	7	7	3	3
Mvmt Flow	0	223	0	638	250	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	257	254	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	4.17	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.263	-	-	-
Pot Cap-1 Maneuver	0	779	1282	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	774	1278	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.53	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	774	-	-
HCM Lane V/C Ratio	-	-	0.289	-	-
HCM Ctrl Dly (s/v)	0	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

Intersection	
Int Delay, s/veh	43.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	105	145	460	450	195
Future Vol, veh/h	130	105	145	460	450	195
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	3	4	4
Mvmt Flow	140	113	156	495	484	210

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1397	591	695	0	-	0
Stage 1	590	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	155	505	896	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 117	504	896	-	-	-
Mov Cap-2 Maneuver	~ 117	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	266.09	2.36	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	431	-	178	-	-
HCM Lane V/C Ratio	0.174	-	1.417	-	-
HCM Ctrl Dly (s/v)	9.9	0	266.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	15.4	-	-

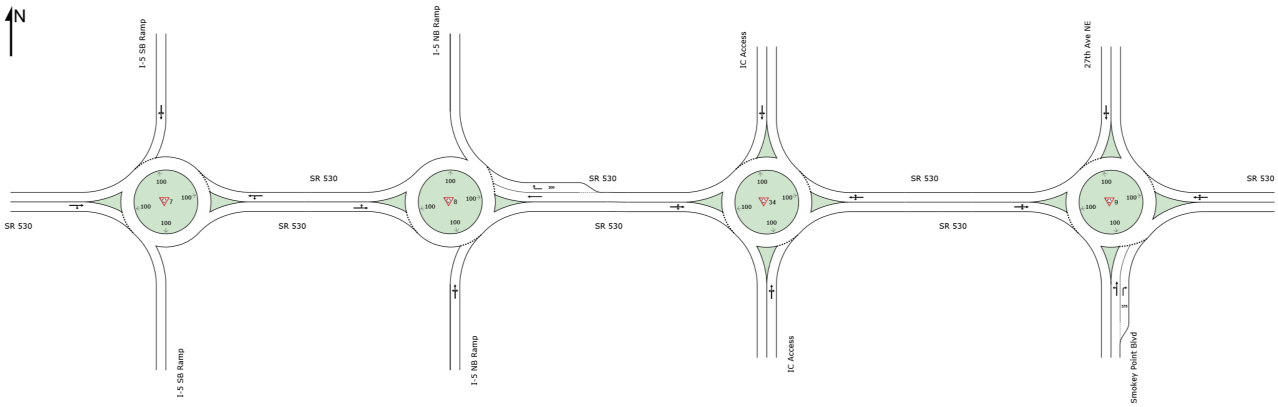
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

NETWORK LAYOUT

Network: N101 [SR 530 Network_Alt 3 (Network Folder: General)]

New Network
Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
7	NA	7. I-5 SB Ramps/SR 530
8	NA	8. I-5 NB Ramps/SR 530
34	NA	34. IC Access/SR 530
9	NA	9. Smokey Point Blvd/SR 530

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Organisation: THE TRANSPO GROUP | Licence: NETWORK / 1PC | Created: Tuesday, June 10, 2025 1:34:55 PM
Project: M:\23\1.23264.01 - Island Crossing EIS\Traffic Analysis\Traffic Operations\Existing_Future_RABs.sip9

MOVEMENT SUMMARY

Site: 7 [7. I-5 SB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 3)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 3 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: SR 530															
1	L2	All MCs	453	8.0	423	8.4	0.476	9.8	LOS A	0.0	0.0	0.00	0.60	0.00	31.9
6	T1	All MCs	240	8.0	224	8.4	0.476	3.8	LOS A	0.0	0.0	0.00	0.60	0.00	33.0
Approach			693	8.0	646	8.4	0.476	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	32.3
North: I-5 SB Ramp															
7	L2	All MCs	422	15.0	422	15.0	0.660	20.0	LOS C	6.3	175.8	0.85	0.95	1.23	24.7
4	T1	All MCs	5	15.0	5	15.0	0.660	14.0	LOS B	6.3	175.8	0.85	0.95	1.23	29.6
14	R2	All MCs	73	15.0	73	15.0	0.660	14.1	LOS B	6.3	175.8	0.85	0.95	1.23	29.3
Approach			500	15.0	500	15.0	0.660	19.1	LOS B	6.3	175.8	0.85	0.95	1.23	25.8
West: SR 530															
2	T1	All MCs	214	10.0	214	10.0	0.552	15.5	LOS B	4.8	128.5	0.94	0.92	1.23	26.1
12	R2	All MCs	99	10.0	99	10.0	0.552	15.6	LOS B	4.8	128.5	0.94	0.92	1.23	30.5
Approach			313	10.0	313	10.0	0.552	15.5	LOS B	4.8	128.5	0.94	0.92	1.23	28.0
All Vehicles			1505	10.7	1459	11.1	0.660	13.3	LOS B	6.3	175.8	0.49	0.79	0.69	29.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 8 [8. I-5 NB Ramps/SR 530 (Site Folder: Future (2044) - Alternative 3)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 3 (Network Folder: General)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-5 NB Ramp															
3	L2	All MCs	149	9.0	149	9.0	1.046	60.7	LOS F	36.3	973.1	1.00	2.14	3.85	13.6
8	T1	All MCs	5	9.0	5	9.0	1.046	54.7	LOS F	36.3	973.1	1.00	2.14	3.85	19.8
18	R2	All MCs	701	9.0	701	9.0	1.046	54.8	LOS F	36.3	973.1	1.00	2.14	3.85	13.6
Approach			856	9.0	856	9.0	1.046	55.8	LOS E	36.3	973.1	1.00	2.14	3.85	13.6
East: SR 530															
6	T1	All MCs	536	5.0	496	5.2	0.435	5.2	LOS A	3.0	78.4	0.53	0.50	0.53	28.8
16	R2	All MCs	722	5.0	668	5.2	0.483	5.2	LOS A	3.7	96.7	0.53	0.54	0.53	33.5
Approach			1258	5.0	1164	5.2	0.483	5.2	LOS A	3.7	96.7	0.53	0.52	0.53	32.3
West: SR 530															
5	L2	All MCs	62	14.0	62	14.0	0.487	9.9	LOS A	0.0	0.0	0.00	0.41	0.00	33.7
2	T1	All MCs	567	14.0	567	14.0	0.487	3.9	LOS A	0.0	0.0	0.00	0.41	0.00	30.5
Approach			629	14.0	629	14.0	0.487	4.4	LOS A	0.0	0.0	0.00	0.41	0.00	31.2
All Vehicles			2742	8.3	2649	8.6	1.046	21.4	LOS C	36.3	973.1	0.56	1.02	1.48	22.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 34 [34. IC Access/SR 530 (Site Folder: Future (2044) - Alternative 3)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 3 (Network Folder: General)]

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: IC Access															
3	L2	All MCs	137	2.0	137	2.0	0.673	33.7	LOS C	7.3	184.9	1.00	1.09	1.46	19.6
8	T1	All MCs	1	2.0	1	2.0	0.673	27.7	LOS C	7.3	184.9	1.00	1.09	1.46	25.6
18	R2	All MCs	105	2.0	105	2.0	0.673	27.8	LOS C	7.3	184.9	1.00	1.09	1.46	19.6
Approach			243	2.0	243	2.0	0.673	31.1	LOS C	7.3	184.9	1.00	1.09	1.46	19.6
East: SR 530															
1	L2	All MCs	111	2.0	99	2.0	0.898	18.3	LOS D	18.6	473.7	1.00	0.92	1.34	30.5
6	T1	All MCs	937	2.0	843	2.0	0.898	12.4	LOS D	18.6	473.7	1.00	0.92	1.34	25.4
16	R2	All MCs	111	2.0	99	2.0	0.898	12.5	LOS D	18.6	473.7	1.00	0.92	1.34	30.9
Approach			1158	2.0	1042	2.0	0.898	12.9	LOS B	18.6	473.7	1.00	0.92	1.34	27.0
North: IC Access															
7	L2	All MCs	100	2.0	100	2.0	0.572	25.2	LOS C	5.6	141.2	1.00	0.99	1.29	23.0
4	T1	All MCs	1	2.0	1	2.0	0.572	19.2	LOS B	5.6	141.2	1.00	0.99	1.29	28.5
14	R2	All MCs	137	2.0	137	2.0	0.572	19.3	LOS B	5.6	141.2	1.00	0.99	1.29	23.0
Approach			238	2.0	238	2.0	0.572	21.8	LOS C	5.6	141.2	1.00	0.99	1.29	23.0
West: SR 530															
5	L2	All MCs	137	2.0	134	2.0	0.961	21.6	LOS E	29.1	739.8	1.00	1.08	1.40	28.2
2	T1	All MCs	932	2.0	910	2.0	0.961	15.6	LOS E	29.1	739.8	1.00	1.08	1.40	21.0
12	R2	All MCs	137	2.0	134	2.0	0.961	15.7	LOS E	29.1	739.8	1.00	1.08	1.40	28.6
Approach			1205	2.0	1177	2.0	0.961	16.3	LOS B	29.1	739.8	1.00	1.08	1.40	23.6
All Vehicles			2844	2.0	2700	2.1	0.961	16.8	LOS B	29.1	739.8	1.00	1.01	1.37	24.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 9 [9. Smokey Point Blvd/SR 530 (Site Folder: Future (2044) - Alternative 3)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Network: N101 [SR 530 Network_Alt 3 (Network Folder: General)]

Future (2044) PM Peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Blvd															
3	L2	All MCs	293	2.0	293	2.0	0.537	19.3	LOS B	5.8	146.1	1.00	0.91	1.18	25.0
8	T1	All MCs	37	2.0	37	2.0	0.537	13.3	LOS B	5.8	146.1	1.00	0.91	1.18	29.9
18	R2	All MCs	309	2.0	309	2.0	0.693	22.1	LOS C	7.6	192.4	1.00	1.07	1.46	27.9
Approach			638	2.0	638	2.0	0.693	20.3	LOS C	7.6	192.4	1.00	0.98	1.31	27.0
East: SR 530															
1	L2	All MCs	218	2.0	218	2.0	1.156	89.9	LOS F	71.2	1807.2	1.00	2.64	4.49	15.8
6	T1	All MCs	952	2.0	952	2.0	1.156	83.9	LOS F	71.2	1807.2	1.00	2.64	4.49	10.4
16	R2	All MCs	27	2.0	27	2.0	1.156	84.0	LOS F	71.2	1807.2	1.00	2.64	4.49	15.9
Approach			1197	2.0	1197	2.0	1.156	85.0	LOS F	71.2	1807.2	1.00	2.64	4.49	11.7
North: 27th Ave NE															
7	L2	All MCs	21	2.0	21	2.0	0.348	25.6	LOS C	2.8	70.0	1.00	0.89	1.00	28.3
4	T1	All MCs	37	2.0	37	2.0	0.348	19.6	LOS B	2.8	70.0	1.00	0.89	1.00	28.8
14	R2	All MCs	43	2.0	43	2.0	0.348	19.7	LOS B	2.8	70.0	1.00	0.89	1.00	23.4
Approach			101	2.0	101	2.0	0.348	20.9	LOS C	2.8	70.0	1.00	0.89	1.00	27.0
West: SR 530															
5	L2	All MCs	43	5.0	42	5.1	0.828	15.3	LOS B	13.3	346.6	0.93	0.75	1.10	31.9
2	T1	All MCs	894	5.0	877	5.1	0.828	9.3	LOS A	13.3	346.6	0.93	0.75	1.10	32.7
12	R2	All MCs	5	5.0	5	5.1	0.828	9.4	LOS A	13.3	346.6	0.93	0.75	1.10	32.4
Approach			941	5.0	924	5.1	0.828	9.6	LOS A	13.3	346.6	0.93	0.75	1.10	32.7
All Vehicles			2878	3.0	2860	3.0	1.156	43.9	LOS D	71.2	1807.2	0.98	1.60	2.56	19.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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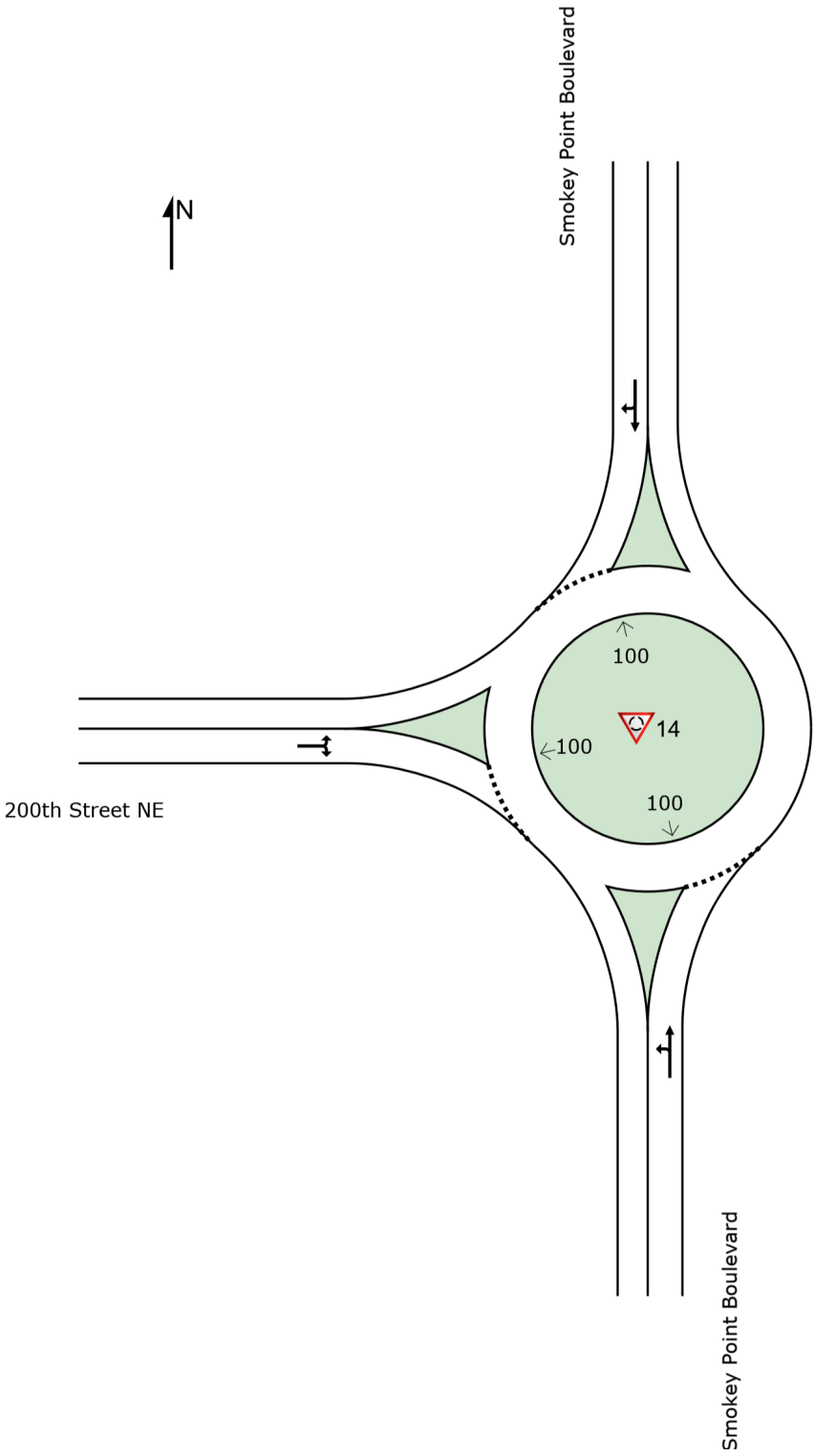
SITE LAYOUT

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 3)]

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 14 [14. Smokey Point Boulevard/200th Street NE (Site Folder: Future (2044) - Alternative 3)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Future (2044) PM Peak Hour Improvement
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Smokey Point Boulevard															
3	L2	All MCs	156	3.0	156	3.0	0.515	10.7	LOS B	4.1	103.7	0.46	0.50	0.46	33.9
8	T1	All MCs	495	3.0	495	3.0	0.515	4.7	LOS A	4.1	103.7	0.46	0.50	0.46	34.7
Approach			651	3.0	651	3.0	0.515	6.1	LOS A	4.1	103.7	0.46	0.50	0.46	34.5
North: Smokey Point Boulevard															
4	T1	All MCs	484	4.0	484	4.0	0.560	4.9	LOS A	4.5	114.8	0.50	0.48	0.50	35.1
14	R2	All MCs	210	4.0	210	4.0	0.560	5.0	LOS A	4.5	114.8	0.50	0.48	0.50	34.8
Approach			694	4.0	694	4.0	0.560	5.0	LOS A	4.5	114.8	0.50	0.48	0.50	35.0
West: 200th Street NE															
5	L2	All MCs	140	3.0	140	3.0	0.261	12.2	LOS B	1.5	39.6	0.62	0.67	0.62	32.9
12	R2	All MCs	113	3.0	113	3.0	0.261	6.3	LOS A	1.5	39.6	0.62	0.67	0.62	33.3
Approach			253	3.0	253	3.0	0.261	9.6	LOS A	1.5	39.6	0.62	0.67	0.62	33.1
All Vehicles			1597	3.4	1597	3.4	0.560	6.2	LOS A	4.5	114.8	0.50	0.52	0.50	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Appendix D Comment Letters

Comment 1

From: Ron Henken
To: Amy Rusko
Subject: Re: City of Arlington - Notice of Island Crossing Subarea Planned Action DEIS
Date: Sunday, August 3, 2025 7:43:31 AM
Attachments: image001.png
image001.png

This message is from an External Sender

This message came from outside the City of Arlington

Good morning Amy. Thanks for your email. I've pointed this out during public meetings previously. Our parcel(#31050800302700)
needs an access or road that connects at HWY 530 and runs south to our property.

Thanks for your consideration.

Ron Henken
360.770.7279

On Fri, Aug 1, 2025, 8:43 AM Amy Rusko <arusko@arlingtonwa.gov> wrote:

> Dear Party of Record –
>
> The City of Arlington has issued a Notice of Island Crossing Subarea Planned Action Draft Environmental Impact Statement (DEIS) under permit number PLN #1366.
>
> All related documents can be found on both the project webpage at: Island Crossing Subarea Plan | Arlington, WA and on the Public Notices webpage at: Public Notices / Public Hearings | Arlington, WA
>
> **Written Public Comment Due Date**: 5:00 pm on Tuesday, September 2, 2025.
>
> If you own property within the subarea or within 500' of the subarea properties you will also receive a postcard notice in the mail. If you are with an agency, you will also receive the public notice through an agency notice email. Thank you!

Sincerely,

Amy Rusko

Amy Rusko, AICP, CNU-A

Community & Economic Development Director

18204 59th Ave NE, Arlington, WA 98223

O: 360-403-3550

arusko@arlingtonwa.gov | www.arlingtonwa.gov

Note: Emails and attachments sent to and from the City of Arlington are public records and may be subject to disclosure pursuant to the Public Records Act.

Comment 2

From: Amy Rusko
To: Ron Henken
Cc: Dana Smith; Craig Smith; Tiffany Henken
Subject: RE: City of Arlington - Notice of Public Hearing - Island Crossing Subarea Plan - PLN #1366 & AMC Chapter 20.119 - PLN #1184
Date: Friday, August 29, 2025 10:57:00 AM
Attachments: image001.png

Ron,

Thank you for the email comments for the public hearing. I will read your comments, as well as add your comments to the record with the Hearing Examiner.

Sincerely,
Amy Rusko

Amy Rusko, AICP, CNU-A
Community & Economic Development Director
18204 59th Ave NE, Arlington, WA 98223
O: 360-403-3550
arusko@arlingtonwa.gov | www.arlingtonwa.gov

Note: Emails and attachments sent to and from the City of Arlington are public records and may be subject to disclosure pursuant to the Public Records Act.

From: Ron Henken <ronhenken1934@gmail.com>
Sent: Friday, August 29, 2025 10:52 AM
To: Amy Rusko <arusko@arlingtonwa.gov>
Cc: Dana Smith <smith__ds@msn.com>; Craig Smith <macraecastle@gmail.com>; Tiffany Henken <tiff7737@yahoo.com>
Subject: Re: City of Arlington - Notice of Public Hearing - Island Crossing Subarea Plan - PLN #1366 & AMC Chapter 20.119 - PLN #1184

This message is from an External Sender
This message came from outside the City of Arlington

Thank you for your email Amy. Our group owns parcel #31050800302700 located in the area north of Dwayne Lane Chevrolet, south of Hwy 530, east of Interstate 5 and west of Pilot/TEC. Access connecting our parcel to Hwy 530 is needed along with an off-site solution for compensatory flood storage. This approximately 16 acre site could then be developed providing a significant benefit to the City of Arlington and our group.

Thanks for your consideration.

Ron Henken
360.770.7279

On Fri, Aug 29, 2025, 10:33 AM Amy Rusko <arusko@arlingtonwa.gov> wrote:

> To me is fine.
>
> Sincerely,
> Amy Rusko
>
> Amy Rusko, AICP, CNU-A
> Community & Economic Development Director
> 18204 59th Ave NE, Arlington, WA 98223
> O: 360-403-3550
> arusko@arlingtonwa.gov | www.arlingtonwa.gov
>
> *Note: Emails and attachments sent to and from the City of Arlington are public records and may be subject to disclosure pursuant to the Public Records Act.*
>
> ---
>
> **From:** Ron Henken <ronhenken1934@gmail.com>
> **Sent:** Friday, August 29, 2025 10:32 AM
> **To:** Amy Rusko <arusko@arlingtonwa.gov>
> **Subject:** Re: City of Arlington - Notice of Public Hearing - Island Crossing Subarea Plan - PLN #1366 & AMC Chapter 20.119 - PLN #1184
>
> **This message is from an External Sender**
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>
> Thanks Amy…Do I email comments to you or someone else for the September 16th meeting?
>
> Ron Henken
> 360.770.7279

On Fri, Aug 29, 2025, 2:44 AM Amy Rusko <arusko@arlingtonwa.gov> wrote:

> Dear Party of Record –
>
> You are receiving this email as a Party of Record for the Island Crossing Subarea Plan and Planned Action DEIS – PLN #1366 and AMC Chapter 20.119 – Island Crossing Subarea Development Standards – PLN #1184
>
> Please see the two attached Notice of Public Hearing Documents for both public hearings regarding the Island Crossing Subarea.
>
> Notice of Public Hearing for a public hearing before the Hearing Examiner on **Tuesday, September 16, 2025 at 10:00 am via Teams**. This public hearing will address the Island Crossing Subarea Plan and Planned Action EIS. You may comment on anything within these documents during this Public Hearing.
>
> Notice of Public Hearing for a public hearing before the Planning Commission on **Tuesday, September 16, 2025 at 6:30 pm, in person**. This public hearing will only address AMC Chapter 20.119 Island Crossing Subarea Development Standards Zoning Code Amendment. The Planning Commission has authority over the zoning code, but not the general Island Crossing Subarea Plan and Planned Action EIS. You may only comment on the AMC Chapter 20.119 Zoning Code Amendment at this public hearing, comments regarding the other documents will not be taken.
>
> Written comments for both hearings have a deadline of **Monday, September 15, 2025 at 5:00 pm**. If you have already provided written comments they will be included with the Hearing Examiner Staff Report and as an Exhibit.
>
> All hearing information can be found within the attached notices as well as on the City's website under two webpages (the same information will be on both pages). The links to these pages are below:
>
> City of Arlington Public Notice Website:
> https://www.arlingtonwa.gov/310/Public-Notices-Hearings
>
> City of Arlington Subarea Plan Website:
> https://www.arlingtonwa.gov/867/Island-Crossing-Subarea-Plan
>
> If you would like view or receive a printed copy of the Notice(s) and/or materials you

are welcome to come to the Community and Economic Development Department located at 18204 59th Avenue NE, Arlington, WA 98223 between the hours of 8:00 am to 5:00 pm (closed for lunch from 12-1 pm). Printed copies are charged $0.15 per page per the City of Arlington Fee Resolution. You may view the documents at no charge. The documents will be available upon demand and may not leave the office.

If you own property within the subarea or within 500' of the subarea properties, you will also receive two postcard public hearing notices (one for each hearing) in the mail.

Sincerely,
Amy Rusko

Amy Rusko, AICP, CNU-A
Community & Economic Development Director
18204 59th Ave NE, Arlington, WA 98223
O: 360-403-3550
arusko@arlingtonwa.gov | www.arlingtonwa.gov

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Comment 3

From: Amy Rusko
To: Kfarming 2017
Subject: RE: Island Crossing
Date: Tuesday, September 2, 2025 11:26:00 AM
Attachments: image001.png

Kory,

Thank you for your comments. I will send them to our consultant and include them with the Public Hearing documents.

Sincerely,
Amy Rusko

Amy Rusko, AICP, CNU-A
Community & Economic Development Director
18204 59th Ave NE, Arlington, WA 98223
O: 360-403-3550
arusko@arlingtonwa.gov | www.arlingtonwa.gov

Note: Emails and attachments sent to and from the City of Arlington are public records and may be subject to disclosure pursuant to the Public Records Act.

From: Kfarming 2017 <kglover1599@gmail.com>
Sent: Tuesday, September 2, 2025 8:29 AM
To: Amy Rusko <arusko@arlingtonwa.gov>
Subject: Island Crossing

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Good morning Amy,

Just wanted to submit my formal comment on the proposed actions within the Island crossing subarea.

First of all I want to say there is not one plan outlined that will satisfy all parties involved

and the city is in a tough position trying to meet economic, environmental and community goals within the subarea. However, I hope some of the major concerns I outline will be taken into consideration. looking through all 3 alternatives I found myself thinking none of them address the two glaring concerns that are present now, those being traffic and flooding. If there was no further development these would still be major issues with increasing levels of concern due to climate change and other changes within the stillaguamish watershed (increased runoff from development and other impervious surfaces). I would like to see a plan that attacks these issues before further commercial development is considered. As outlined in option 3, a regional stormwater facility was mentioned many times. However there was no mention into the specifics of what this would look like in practice. I have to imagine with the increased fill elevations and impervious surface combined with higher water flows from the Stilly during flood events this would be a massive facility. Incurring a huge cost and limited success in regards to its effects in handling flood water surrounding island crossing and property up stream. There's also the issue of what happens if the regional stormwater facility does not have the intended result. As seen with the addition of the pilot truck stop and other commercial sites, the rules can be followed and there is still a very negative impact during flood events. Personally I see a bright future for Island crossing, but there are a lot of natural factors that make this an extremely difficult area to develop now and in the future.

Thank you, Kory Glover (property owner)

Comment 4

From: David Toyer
To: Amy Rusko
Cc: Mike Pati; Eric Weden
Subject: Island Crossing Subarea DEIS Comments
Date: Tuesday, September 2, 2025 10:00:08 AM
Attachments: TSA-Pape Draft DEIS Comments.pdf

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Amy,

Attached please find electronic copy of our DEIS comments. Thank you!

DAVID K. TOYER, PRESIDENT
TOYER STRATEGIC ADVISORS, INC.
3705 COLBY AVE, *STE 1*, EVERETT, WA 98201
425-344-1523
toyerstrategic.com

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TOYER STRATEGIC ADVISORS, INC.
3705 COLBY AVE, STE 1 | EVERETT, WA 98201
toyerstrategic.com | 425-322-5226

September 2, 2025

Ms. Amy Rusko
Community Development Director
City of Arlington
18204 59th Avenue NE
Arlington, WA 98233

ISLAND CROSSING SUBAREA DEIS COMMENTS

Dear Ms. Rusko:

Our firm has been retained by Papé Properties, Inc. which owns parcels within and immediately adjacent to the municipal boundaries of Arlington (see attached map), which includes parcels that will fall within the Island Crossing Subarea Plan and/or be affected by same. We have very similar questions and comments regarding the DEIS that we had during the scoping period. These include:

1. **The subarea plan has focused on a regional compensatory flood storage facility north of SR 530, but it does not appear the city (through the subarea plan or otherwise) has adequately evaluated other viable alternatives such as Papé's proposed compensatory flood storage site to the south, especially considering:**

    - Papé's regional flood mitigation project would not impact adjacent properties as demonstrated by HEC-RAS 2D modeling.
    - The Papé site has been studied and designed such that it could accommodate regional compensatory storage while maintaining the land's agricultural use in a manner that benefits the broader community. Papé has signed a Memorandum of Understanding (MOU) that would allow the Arlington Community Food Bank (in partnership with area farmers) to manage the agricultural lands to be a source for local, fresh produce needed by the members of the community they serve.
    - Papé has offered to sell the City its mitigation project (once permitted)—subject to the parties agreeing to mutually acceptable terms.
    - What's the rationale for the City not studying Papé's site as an alternative that can achieve similar results?

2. **Specific to regional compensatory flood storage proposed at a facility north of SR 530, Papé has the following questions and comments related to the DEIS's evaluation of probable significant impacts:**

    - Has there been a hydraulic analysis performed that ensures no adverse impacts to adjacent properties, as well as properties generally located within the entirety of Island Crossing? This would include impacts due to flood elevation changes and scouring velocities.
    - Has there been a volume calculation performed to ensure the proposed compensatory flood storage basin can adequately displace development impacts from fill activities within the floodplain as planned? This would include determining the seasonal-high ground water elevation to establish the flood basin's floor elevation.
    - The proposed mitigation site appears to propose a compensatory flood mitigation site that does not have a viable outlet, which proposal does not recognize that waters naturally flow north and south during flood events. The proposal does not contemplate "daylighting" the mitigation basin to the north

toward the Stillaguamish River; instead, page vii of the Subarea Plan shows a proposed expansion of a culvert under SR 530 that would redirect flood waters south. What analysis has been done (or will be done) to evaluate whether redirecting flood waters south will impact other properties?

- The culvert under I-5 at South Slough is known to have inadequate capacity to convey flood waters to the west, acting as a choke point for flood waters in the area. Has analysis been done to determine if redirecting floodwaters to the south under 530 has the potential to impact I-5?
- Comparing alternatives, Papé's regional flood mitigation project will not impact adjacent properties as demonstrated by HEC-RAS 2D modeling, but construction of the culvert under SR 530 and redirection of flood waters to the south may have significant, adverse impacts to Papé's mitigation project and surrounding properties.
- The Subarea plan does not include mitigation considerations for probable significant impacts to existing compensatory flood mitigation basins for Pilot or Dwayne Lane Chevrolet, yet these significant areas of land are zoned commercial, included within the City's Comprehensive Plan for development, served by City utilities, accessed by roads within City ROW, and integral to the City's future economic development goals.
- If future floodwaters are directed south, and they impact properties like Papé's, how will the City mitigate and/or compensate property owners for these impacts and/or additional development costs?

3. **It is not clear that the DEIS fully addresses probable significant impacts such as:**

   - The approvals required for the City's proposed mitigation basin if it directs flood waters to outlet at the Stillaguamish River and/or south to the South Slough culvert at I-5 (WSDOT, USACE, NOAA, etc.).
   - The potential ESA and/or turbidity impacts related to directing the compensatory storage north to an outlet into the Stillaguamish River.
   - How does the current proposal reconcile with the NEPA application already completed for the Highway 530 roundabout which specifically identifies mitigating flood impacts to a compensatory flood mitigation site south of 530?

4. **The proposed mitigation site as identified in the Subarea Plan and DEIS appears to conflict with the City's intended effort to maximize the development potential of Island Crossing even as it focuses most of its attention north of SR 530.** Thus, the subarea plan does not account for all development alternatives and potential economic development benefits that can be achieved from alternatives (including Papé's compensatory mitigation site) that can support development in the south portion of this subarea.

Thank you for your time and consideration. As this process moves forward, we anticipate having addition questions.

Sincerely,

David Toyer
President

From: David Toyer
To: Amy Rusko
Cc: Eric Weden; Mike Pati
Subject: Island Crossing Subarea DEIS Comments
Date: Tuesday, September 2, 2025 10:09:25 AM
Attachments: Pape Parcels - Subarea.pdf
Pape Parcels.pdf

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Amy,

My apologies. These two maps should have accompanied the comment letter I just emailed a few minutes ago.

Thanks!

DAVID K. TOYER, PRESIDENT
TOYER STRATEGIC ADVISORS, INC.
3705 COLBY AVE, *STE 1*, EVERETT, WA 98201
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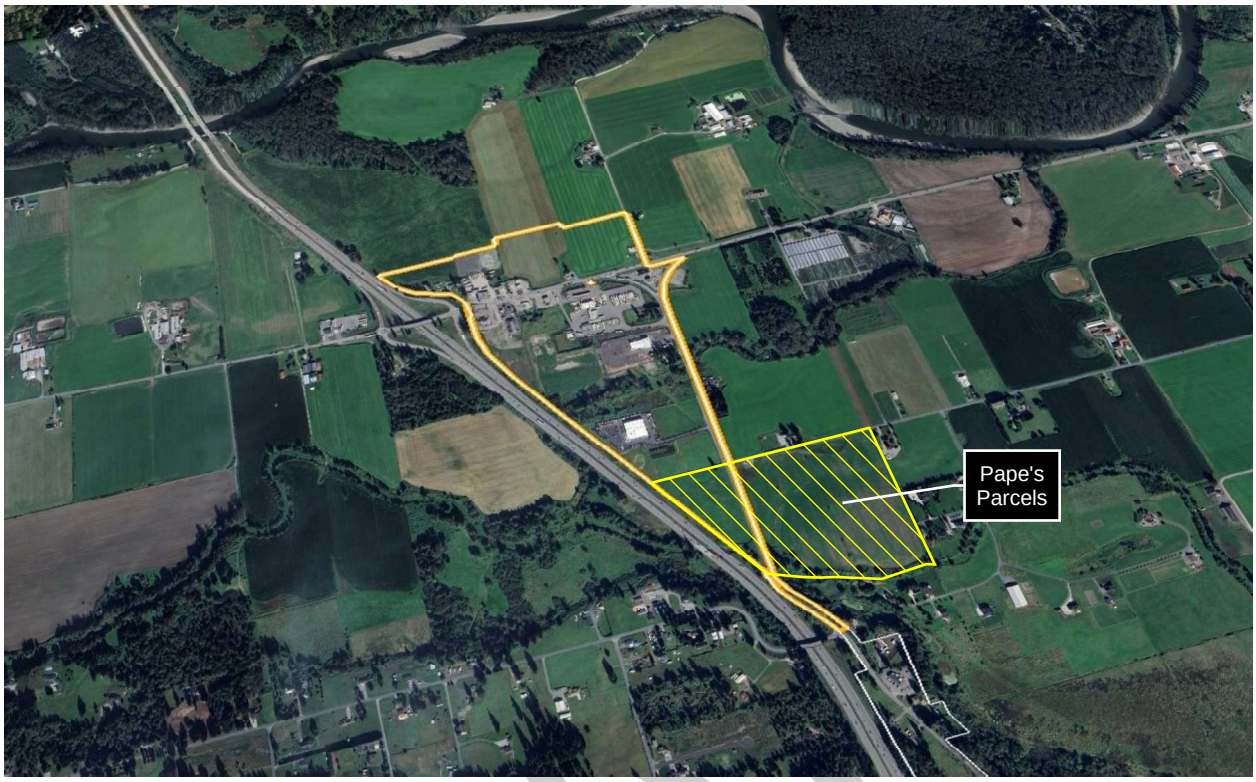


Executive Summary

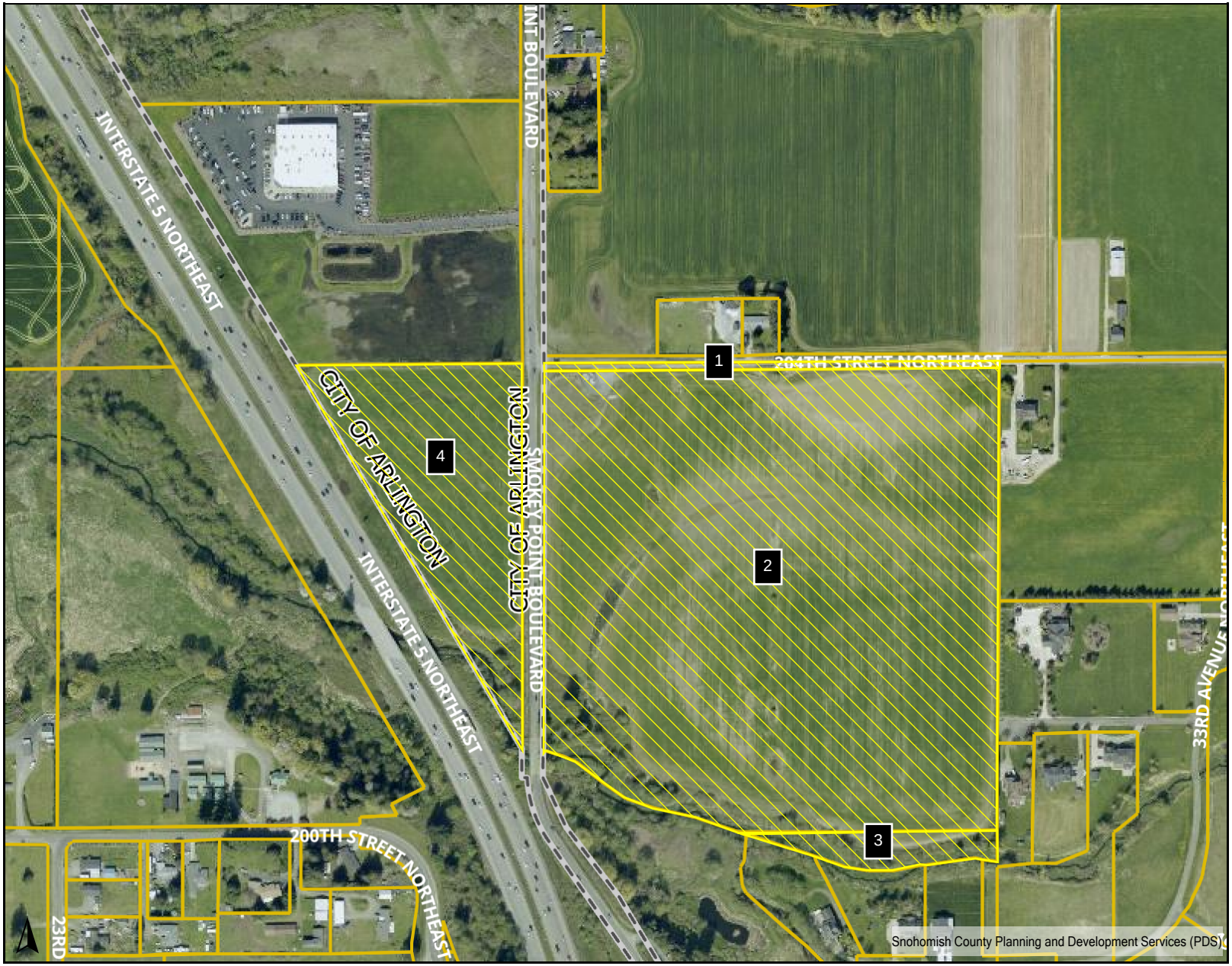
Background and Purpose

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.

Pape Parcels

Map Generated On: 07/08/2025



Legend

Administrative Boundaries

City Limits

Cadastral

Parcels

Aerial Imagery

Road Labels (white)

Aerial 2024

Red: Band_1

Green: Band_2

Blue: Band_3

0 250 500 ft

Scale 1 : 7425

All maps, data, and information set forth herein ("Data"), are for illustrative purposes only and are not to be considered an official citation to, or representation of, the Snohomish County Code. Amendments and updates to the Data, together with other applicable County Code provisions, may apply which are not depicted herein. Snohomish County makes no representation or warranty concerning the content, accuracy, currency, completeness or quality of the Data contained herein and expressly disclaims any warranty of merchantability or fitness for any particular purpose. All persons accessing or otherwise using this Data assume all responsibility for use thereof and agree to hold Snohomish County harmless from and against any damages, loss, claim or liability arising out of any error, defect or omission contained within said Data.