



Puget Sound Regional Council

2024 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Arlington
PROJECT: 180th Street Connector

Question #1: In the displacement section you mentioned that “The Arlington Airport has restrictions that limit the type of development, which in turn limits applications of the Tools and Actions in the Regional Housing Strategy (Supply, Stability, and Subsidy).” However, in this section, we’re asking projects to identify anti-displacement policies in the jurisdiction where the project is located. What policies does Arlington have in place that would be relevant for the typology you identified for your project?

Answer #1:

The City of Arlington does not currently have anti-displacement policies, we are in the process of drafting anti-displacement policies for inclusion in our Comprehensive Plan.

The 180th Connector project will construct a 3,300-ft multimodal road connecting two arterials, Airport Blvd to Smokey Point Blvd (SPB). Of this new roadway, approximately 2,640-feet will be inside Arlington Airport boundary (80%) and approximately 660-feet will be outside Arlington Airport (20%).

Though the City of Arlington owns the Airport, the City’s operation of the Airport is largely regulated by the Federal Aviation Administration (FAA). The FAA does not allow residential housing on Airport property. This federal requirement does limit application of the Tools and Actions in the Regional Housing Strategy, however the FAA does allow industrial development on the Airport which promotes a jobs-housing balance – a goal in the PSRC Regional Housing Strategy.

The portion of 180th Street that is outside the airport boundary passes through undeveloped property. This area of Smokey Point was once all zoned as Single Family Residential, the City has rezoned it to Mixed-Use; a zoning change that will allow for higher density housing and Multi-Family Residential housing (apartments). Within the past three years, a 345-unit affordable, low-income housing apartment complex was developed along the Smokey Point Blvd and was fully occupied within six-months.

The City is also zoning Smokey Point Corridor (172nd St to 200th St) for Transit Orientated Development (TOD). TOD is development that maximizes the amount of residential density, business and leisure space within walking distance of public transport; the public transportation hub for this TOD corridor is the Smokey Point Transit Center. In addition to local and regional buses that stop at this transit center, it will also be the stop for the Community Transit SWIFT Gold Line (bus rapid transit).

Collectively, the City's actions, with progressive development regulations and zoning, supports many of the components addressed by the PSRC Regional Housing Strategy. The 180th St connector will be one of the crucial links connecting a TOD (Smokey Point Blvd) to an industrial workplace. Specific components of the PSRC Regional Housing Strategy supported by this project and by the City's planning and zoning actions include:

- Providing housing supply and land use capacity that support the VISION 2050 Regional Growth Strategy
- Expanding market-rate and subsidized affordable housing
- Providing housing options that support equitable development in centers and near high-capacity transit
- Improving regional and subregional jobs-housing balance
- Expanding moderate-density ("missing middle") housing options
- Reducing and mitigating residential displacement