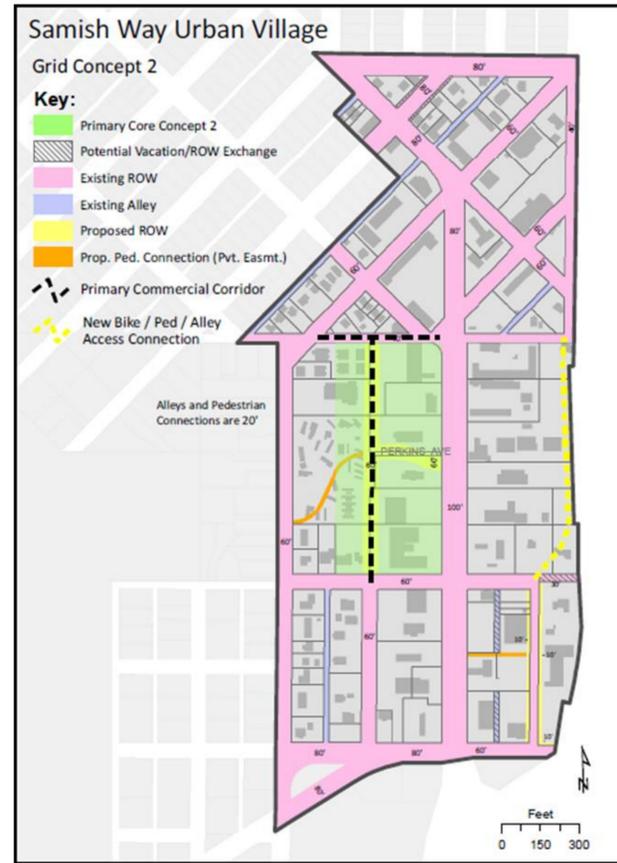
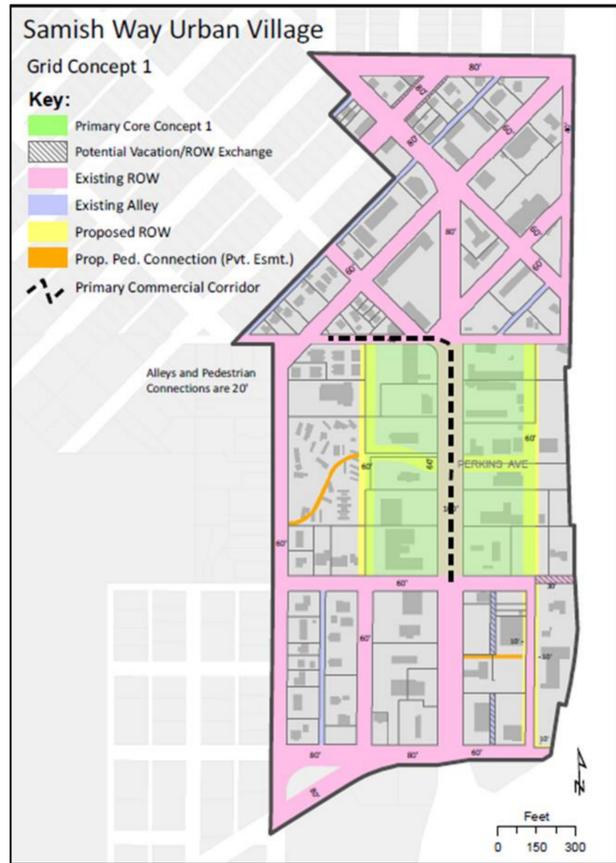


Create a street grid to improve circulation through the area.



Enhance transit service by providing a 15 minute GO Line along Samish Way.



- Provide covered bus shelters and other amenities at bus stops.
- Consolidate driveways to reduce conflicts between cars and pedestrians.
- Add signals and pedestrian crossings to Samish Way intersections.
- Reduce the speed limit on Samish Way to 25 mph.

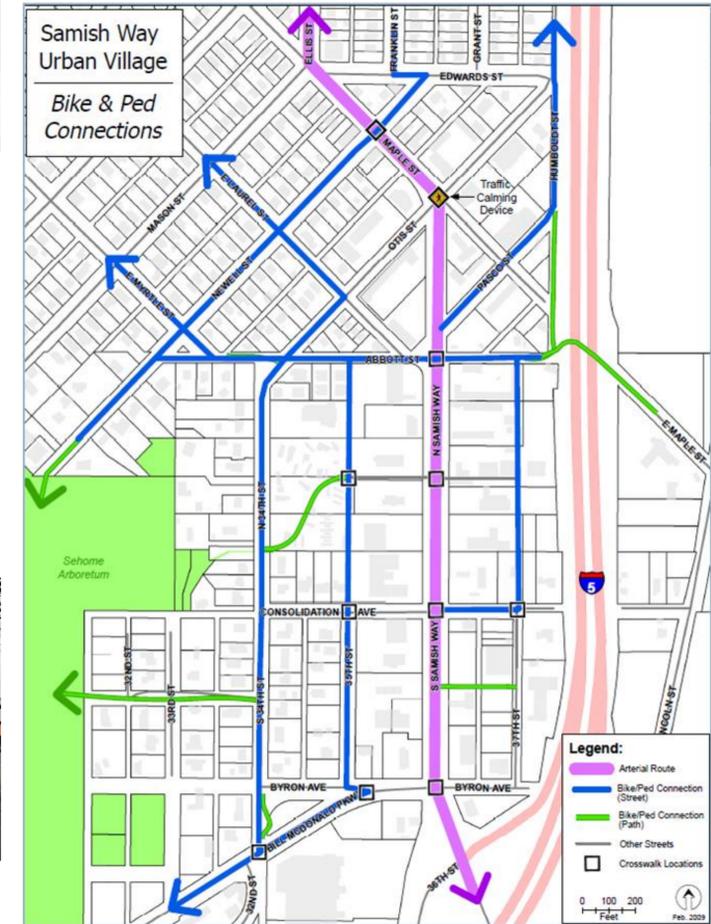
Enhance wayfinding and trail connections to Sehome Arboretum and WWU.

Plan for fire access, transit stops, stormwater and service needs.

Promote a bike / pedestrian connection across I-5 at Maple / Abbott Street.



Promote numerous bike and pedestrian routes through the area.



Enhance the crossing at the intersection of Bill McDonald Parkway and Samish Way.

Alternative 1 – New Signal

Alternative 2 – Roundabout System



Samish Way Urban Village - Circulation



Example of landscaping bulb-out with parking

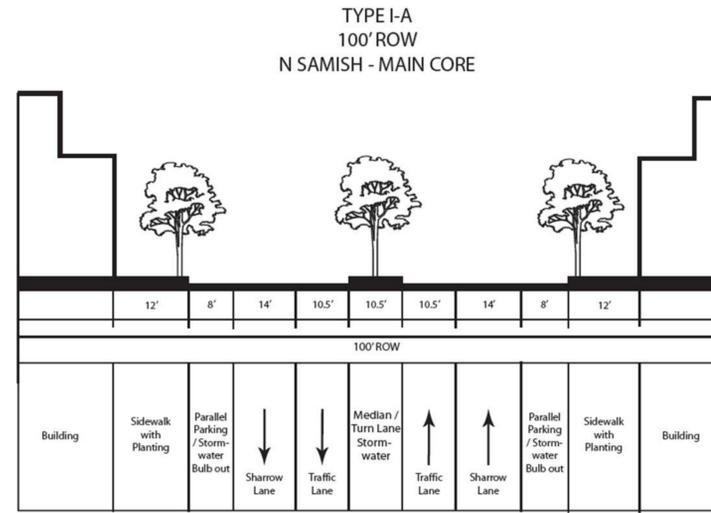


A continuous 14-foot wide “sharrow” lane should be construction to accommodate bicycles.

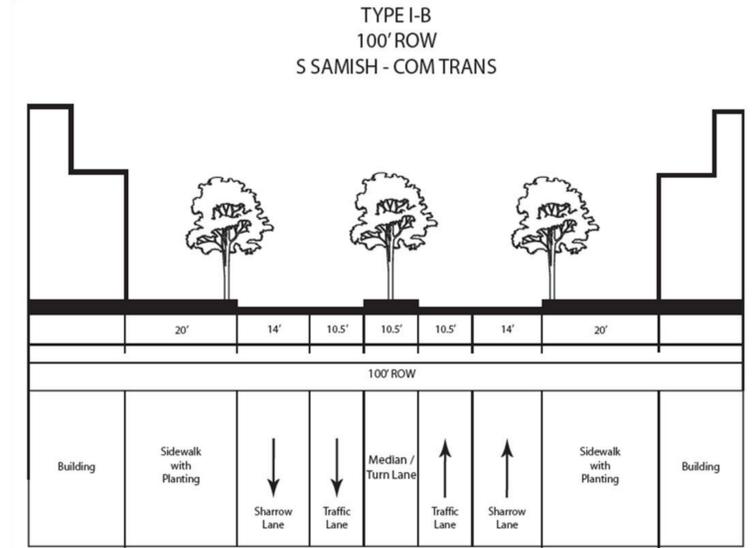
Add a landscape median, street trees, vegetation next to sidewalks along Samish Way.

Add street furniture, public art, and pedestrian scale lighting to the core commercial area.

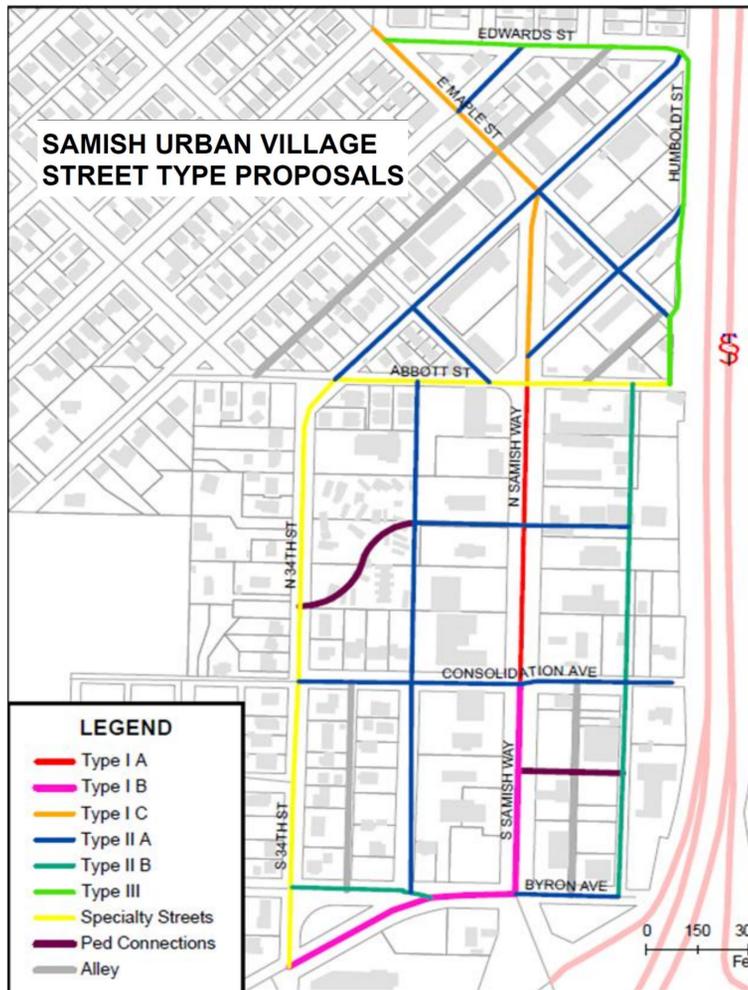
Create landscaping beds that double as stormwater treatment facilities.



Design for section shown in red on the map



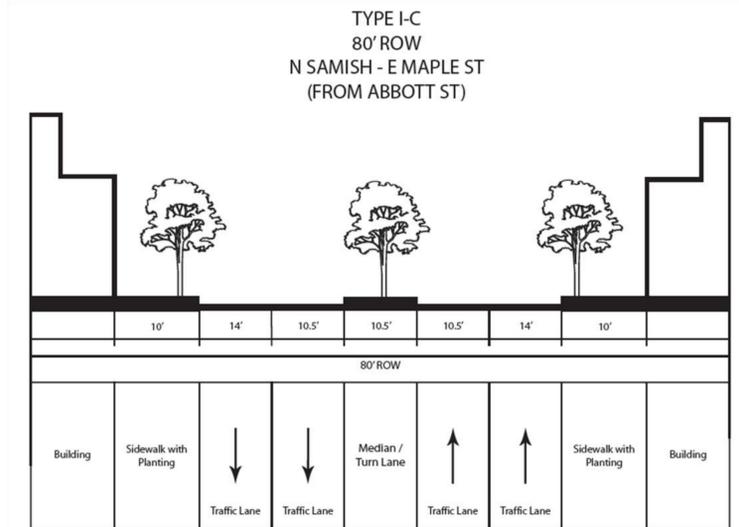
Design for section shown in pink on the map



Artist rendering of Samish Way improvements

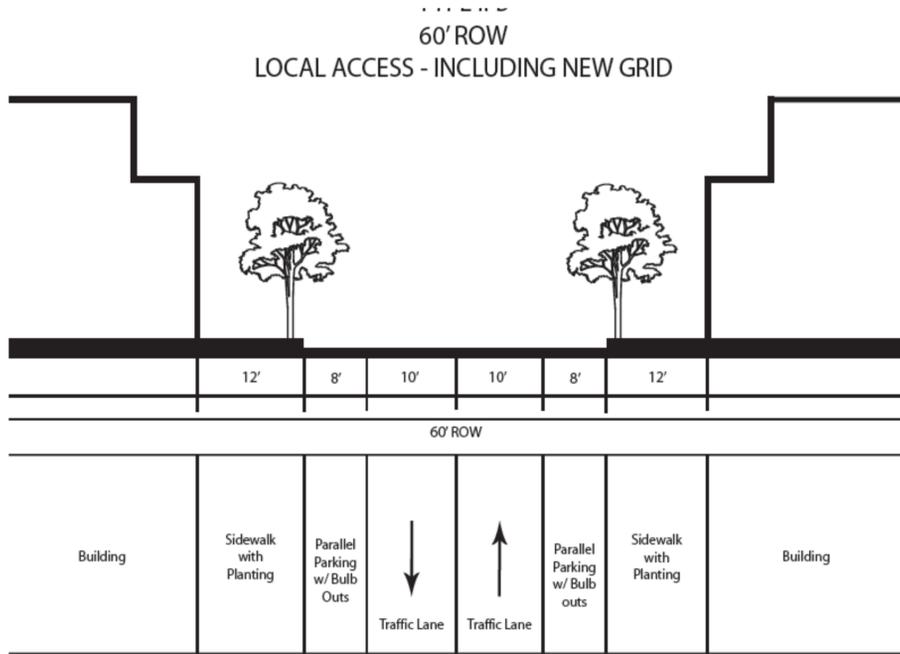
Create appropriate transitions as Samish Way moves from an 100 foot to an 80 foot right of way.

Provide on-street parking on Samish Way between Abbott and Consolidation.



Design for section shown in orange on the map

Samish Way Urban Village - Samish Way Street Design



Design for streets shown in blue on the map

Add parallel parking and widen sidewalks on local side streets

Narrow lanes slow traffic, reduce impervious surface and allow for wider sidewalks

Plan for fire access, transit stops, stormwater and service needs



Pedestrian paths should be provided through large blocks that don't have proposed new streets.

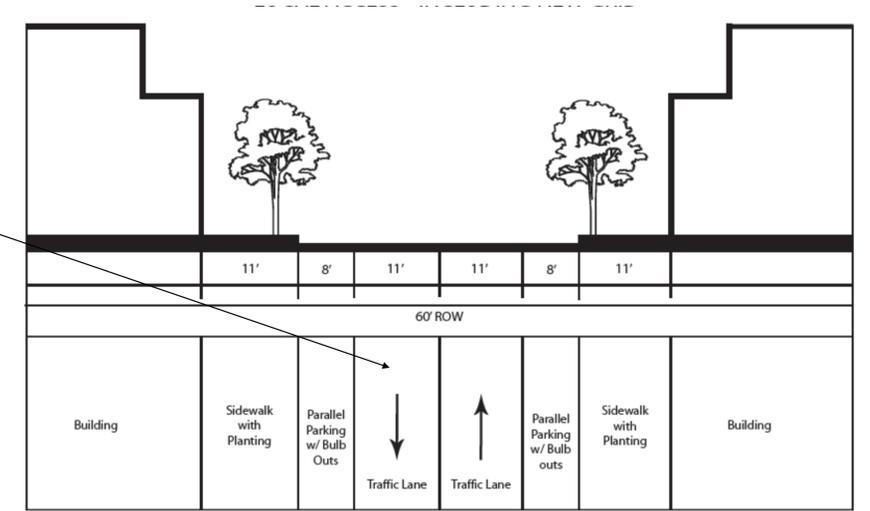
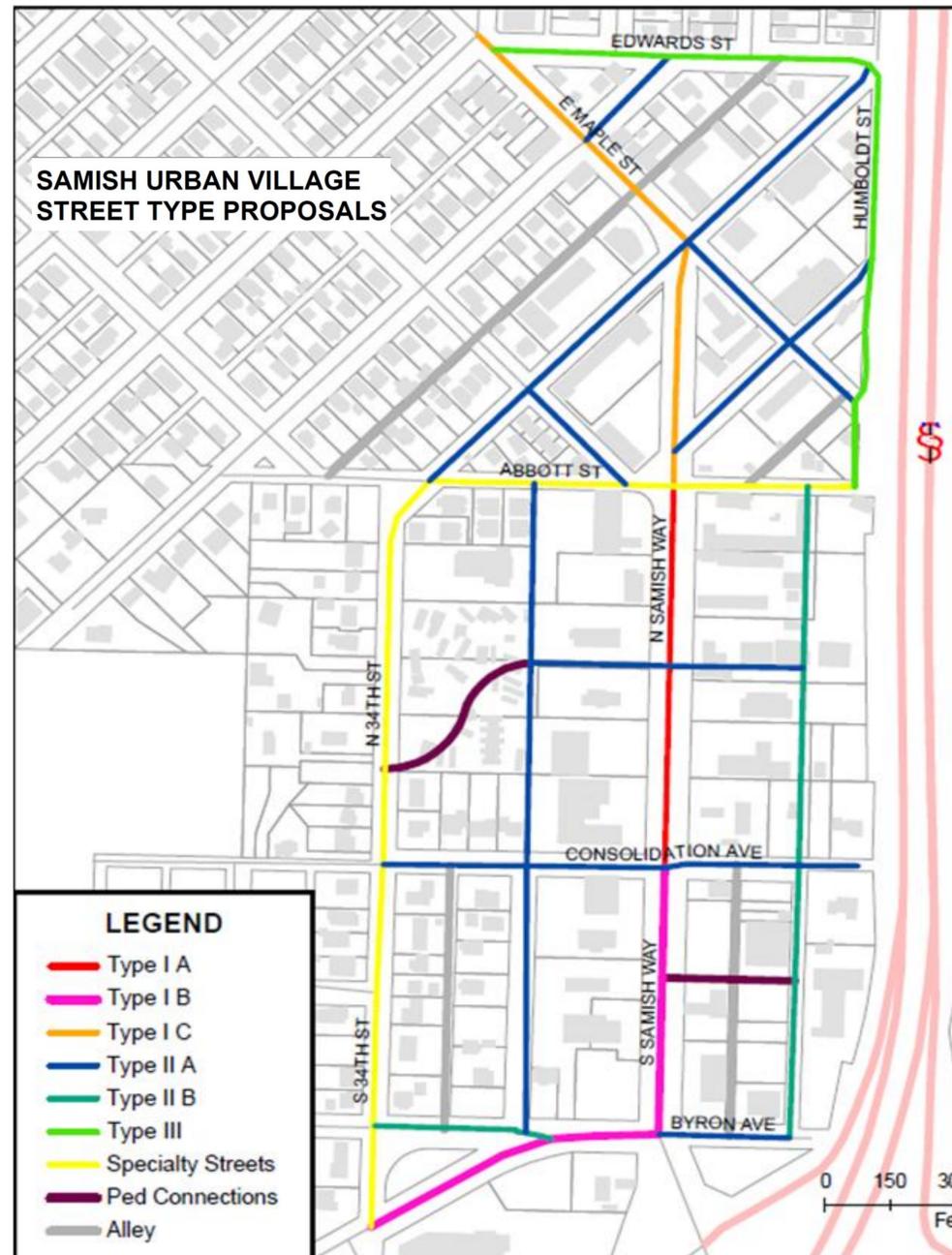
New local access streets provide alternative access for parking and deliveries

Looking southwest up Otis Street



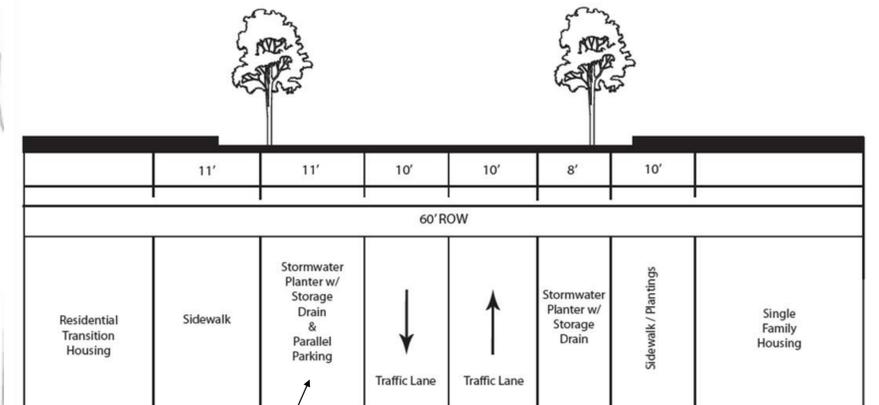
37th Street (along I-5) needs wider lanes to accommodate Fire truck access.

Create landscaping beds that double as stormwater treatment facilities



Design for streets shown in turquoise on the map

60' ROW RESIDENTIAL TRANSITION STREETS



Design for streets shown in green on the map

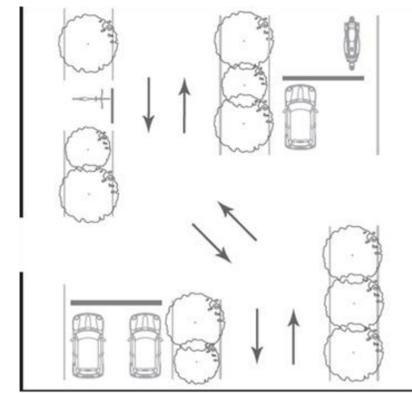
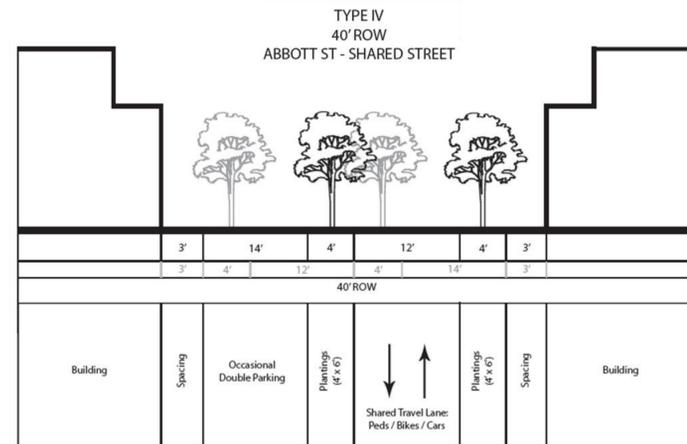
Narrow lanes, parking on 1 side, landscaping and sidewalks along Edwards and Humboldt Street

Providing street parking allows for reduced onsite parking requirements

Retain the residential feel of the streets bordering single-family areas

Samish Way Urban Village - Street Designs

Promote Abbott Street and 34th Street as “special streets” and primary travel routes for bikes and pedestrians



The street in front of Pike Place Market acts as a “shared street” on busy days



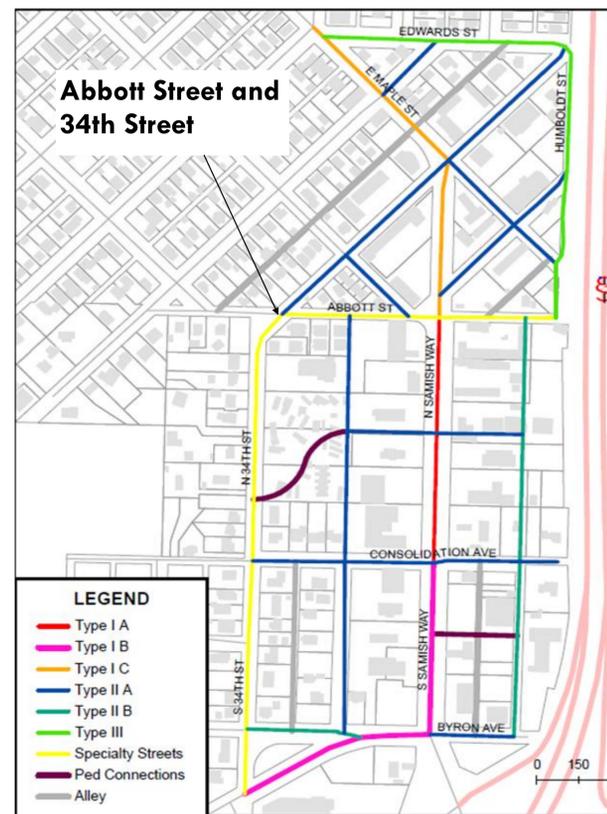
Artist rendering of proposed Abbott “Street improvements”



So what makes a woonerf? The answer is a combination of elements that work to limit the volume and/or speed of traffic while at the same time creating places for play, resting, and gathering for residents. There are five components found in most woonerfs:

- 1) Create distinct gateways that announce, celebrate, and enhance the neighborhood's identity; this signifies to drivers that they are guests in the neighborhood..
- 2) Add curves to the travel lane to deliberately break up the driver's sight line.
- 3) Use features that serve a dual purpose of slowing traffic while providing amenities for residents creates a more pedestrian friendly environment. Examples of such features would be benches, bollards, play equipment, and planting.
- 4) To discourage drivers from speeding a shared street should eliminate continuous curbs. This creates a situation where drivers and pedestrians are placed on the same level, and drivers are directed by bollards, street furniture, trees, and varied pavement treatment.
- 5) Finally, it is crucial to provide parking but with intermittent spacing so that the street does not begin to feel like a parking lot. The cumulative effect of these measures is a greater sense of comfort in hope that they will use the street space.

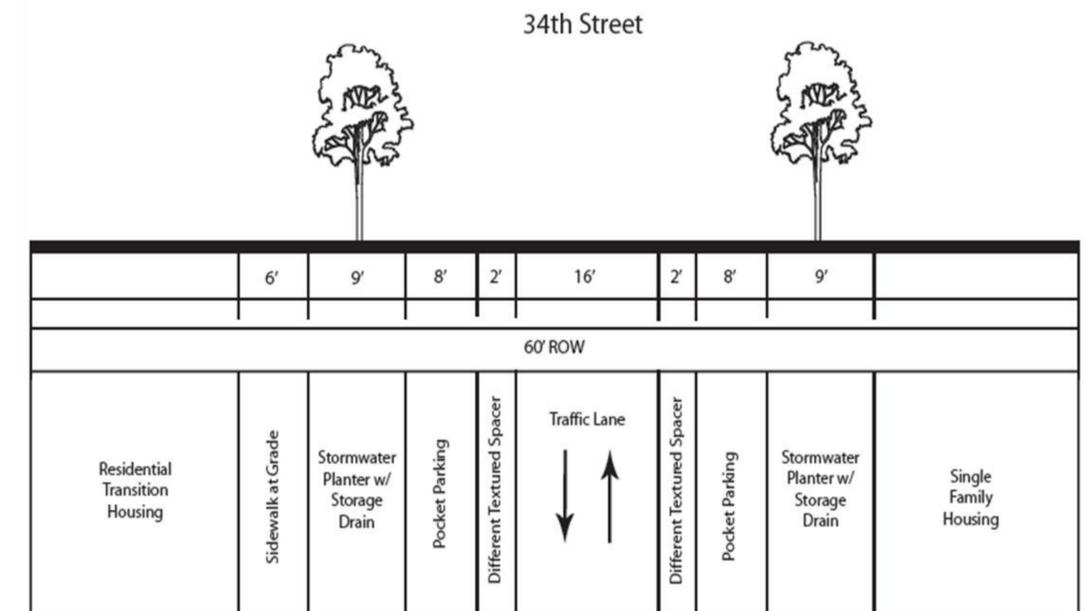
<http://courses.umass.edu/latour/2007/hand/index.html> (Colin Hand)



Maintain rural character of 34th Street by promoting a “street edge alternative” design

Provide landscaping features that double as stormwater management

Design roads to provide a transition between different zoning designations



Samish Way Urban Village - Special Streets

Offer an FAR bonus for the dedication of land towards use as a public plaza.

Plaza amenities should include: water features, landscaping, public art, street furniture, pedestrian scale lighting, community gardens, play equipment, and other elements that promote public use of the area.

Adjacent developments must build along the plaza edge to promote activity.

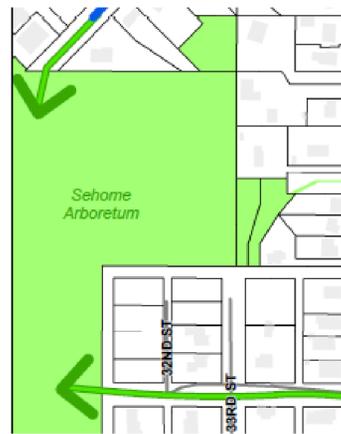
Construct a public plaza within the Core Area that is a minimum of 16,000 square feet.



Fairhaven Village green is approximately 15,000 square feet



Utilize existing right-of-way to create additional public space with natural habitat, wayfinding signs, and passive recreation such as overlooks, benches and trails.



Bill McDonald Parkway / 34th

- Relocate bus stop
- Enhance habitat
- Create a functional bike path

Abbott / Otis Intersection

- Preserve vegetation
- Improve trail
- Provide passive recreation (benches)

New connections should be provided to Sehome Arboretum from Allen Street and Newell Street

Move the bus stop currently on the north side of Bill McDonald Parkway west to the public right-of-way.

Enhance the bike access and pedestrian crossing to Sehome Village shopping center.



Samish Way Urban Village - Public Spaces

What is Floor Area Ratio? (FAR)

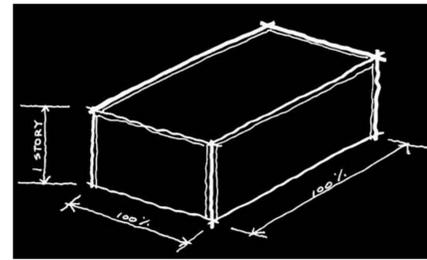
Definition of FAR:

“The gross square footage of a building(s) divided by the square footage of the site”

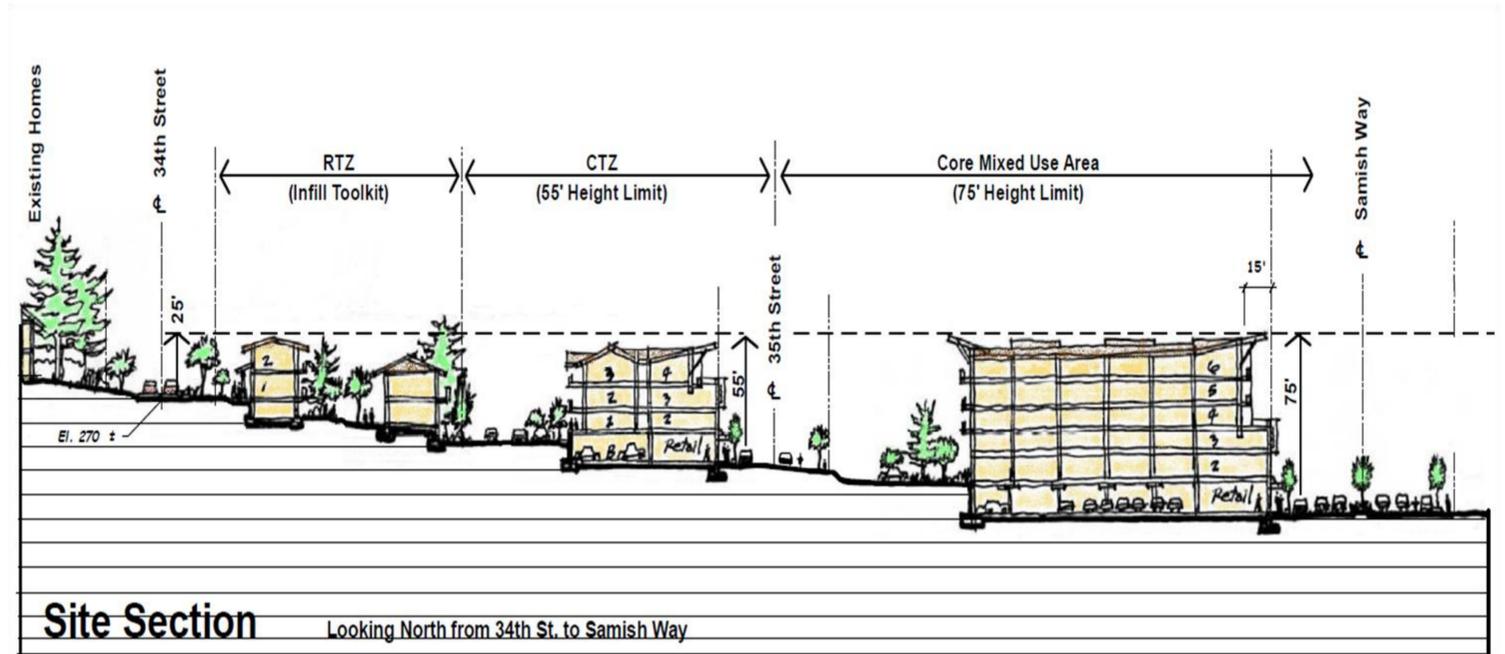
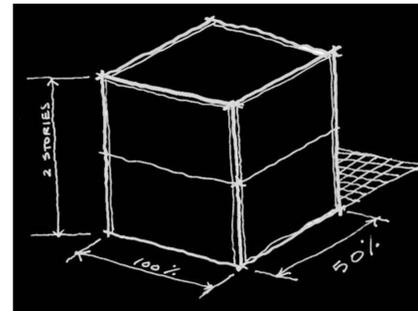
Set 2.5 as the base FAR maximum.

Allow development up to 3.5 FAR when utilizing bonuses that provide some of these public amenities:

Right of Way Dedication	Dedicate 1 sq. ft, receive 2.5 sq. ft.
Affordable Housing	Provide 1 sq. ft. receive 4 sq. ft.
Public Plaza	Dedicate 1 sq. ft., receive 2.5 sq. ft.
LEED Certification	1.0 FAR bonus
Lake Whatcom Watershed Fund	Pay \$8 receive 1 sq. ft.



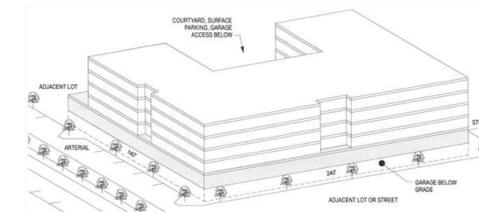
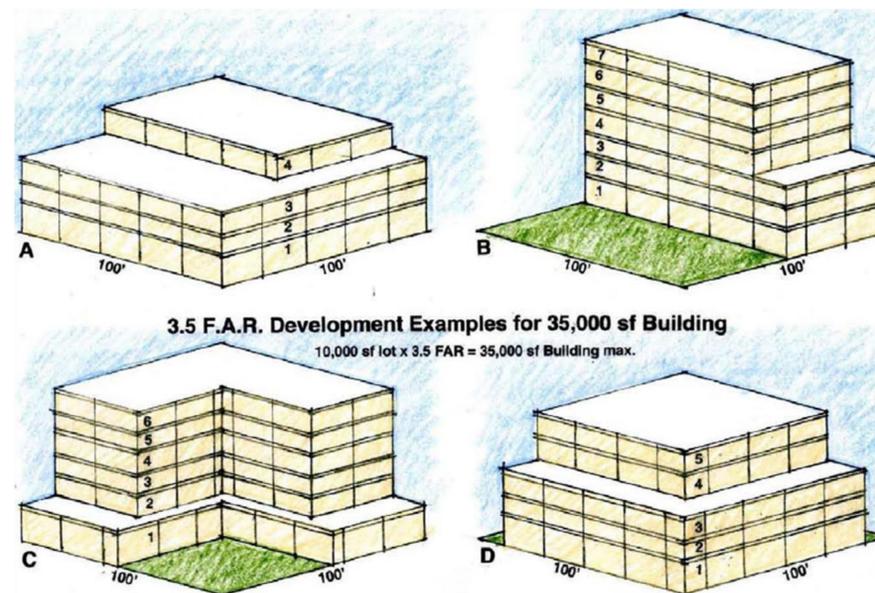
Two different forms of a 1.0 FAR building



Utilize topography to establish height limits that minimize impacts to adjacent zones.

Provide FAR and height limits that result in economically feasible development.

Establish in FAR system to provide development flexibility.



Establish the following height limits:

- Core: 75 feet
- Commercial Transition: 55 feet
- Residential Transition Zones: infill toolkit (25-feet)



Samish Way Urban Village - Floor Area Ratio and Height Limits

Core, Commercial Transition and Residential Transition zones are established to ensure development is appropriately scaled and permitted uses established that are compatible with surrounding neighborhoods



Uses in the Commercial Transition zone include those in the North Core, except nightclubs are prohibited.



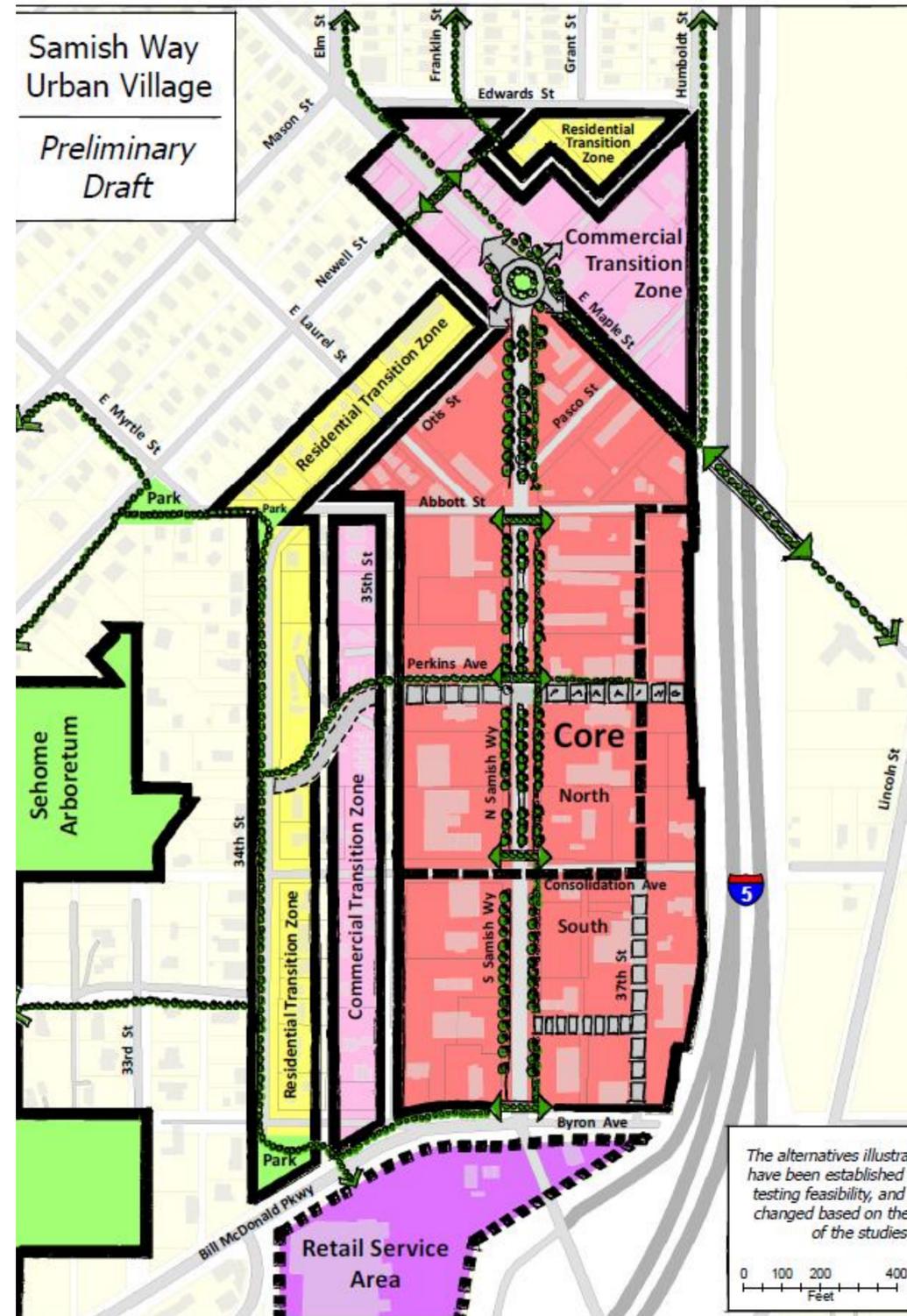
Require ground floor commercial along Abbott Street and either Samish or 35th Street (depending on the grid).



Permitted uses and development regulations for the Residential Transition zone are located within the infill toolkit (no commercial).



Encourage a healthy mix of residential and commercial uses to make the area a desirable place to live, work and play.



Encouraged uses in the Core area include: mixed-use, retail, restaurants, hotels/motels, cafes, offices, personal services, community center, WWU student and faculty housing, etc.



Drive-thrus are prohibited in the North Core. (Existing drive-thrus may remain, subject to nonconformity laws)

The South Core includes the same uses as the North Core, but also: small craft manufacturing, live/work studios, artist lofts, drive-thrus, auto /boat sales (when enclosed in a building) since it is close to I-5.

Samish Way Urban Village - Permitted Uses

Utilize the urban infill toolkit in the residential transition zones to clearly define the allowed housing types, reduce the scale of multifamily development and provide predictability.



Detached ADU



Duplex / Triplex



Carriage House



Cottage Housing

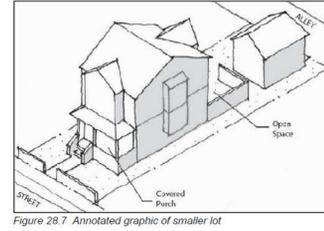
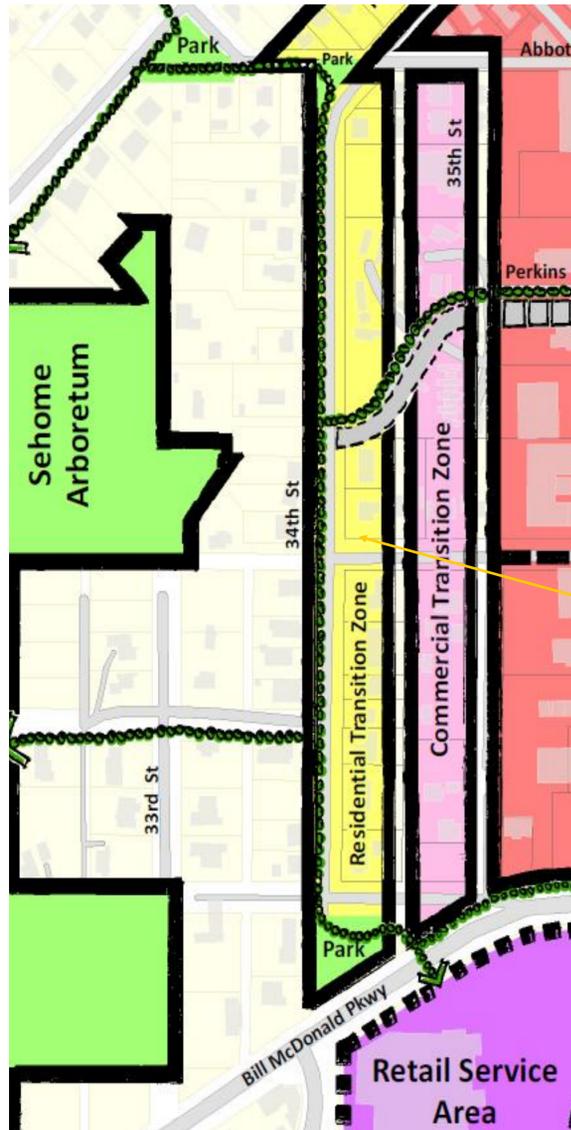


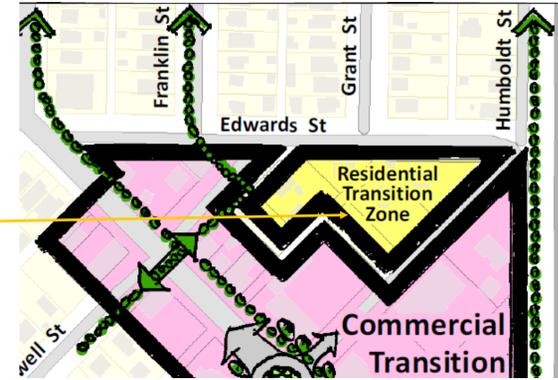
Figure 28.7 Annotated graphic of smaller lot



Promote more sustainable and efficient use of land within the City limits to avoid sprawl.

Provide a mix of housing types to provide choice and promote affordable housing.

Create a larger residential population to support business activity.



Established a Residential Transition Zone to provide a gradual shift in uses when approaching abutting well-established neighborhoods.

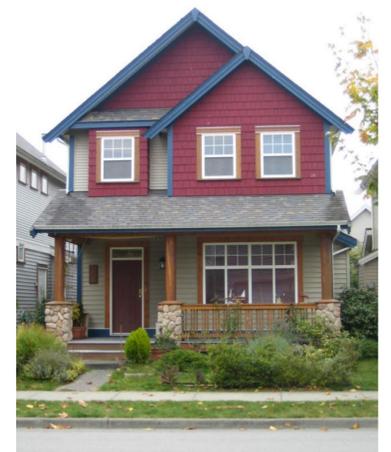
Protect and enhance the quality of life of existing residents within the transition zones.



Townhomes



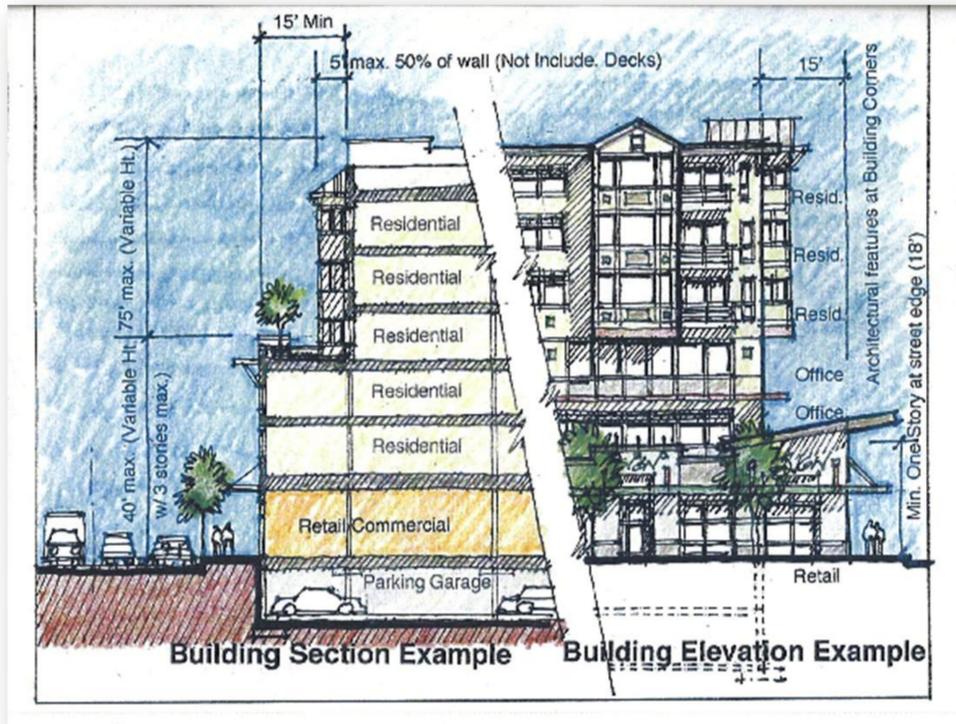
Single Family Courtyard



Small Lot Single Family

Samish Way Urban Village - Residential Transition Zone

Employ a design review process to ensure the intent of the established design regulations are met.



Ground floor residential entrances within the Core and Commercial Transition Zones should be raised above the sidewalk for privacy.



Locate buildings adjacent to sidewalks except where setback to accommodate pocket parks, sidewalk cafes, wider sidewalks or to highlight building entrances.

Surface parking lots shall be located to the rear or side of a building and not at intersections.

Ground floor details, such as lighting, hanging baskets, signs, planters, etc shall be incorporated into ground floor commercial uses.



Require an upper story setback on all streets except the arterial to allow light and create human scale at street edge. (The 100 foot width of the arterial benefits from taller buildings to create a sense of enclosure)



Celebrate building corners and entries.



Include modulation with rooflines and on the face of buildings to break up bulk and long walls.

Reduce existing parking requirements to a level that reflects the multi-modal transportation goals of the urban village.

Encourage below grade and under building structured parking.

Locate surface parking at the rear of the building.

Parking requirements are as follows:

- 1 stall per 700 sq. ft. of commercial use
- 1 per residential unit (up to 2 bedrooms)

Uses within the Residential Transition Zone follow parking requirements in the infill toolkit: generally, 1 stall per unit.

Create metered on-street parking for visitors and customers.

When feasible, use shared parking facilities to promote parking reductions for mixed uses.

Add on-street parking to all side streets and the Samish Way core.

Provide bicycle parking with all new developments.



Utilize the Green Factor program to provide flexibility in landscaping regulations while assuring an appropriate amount of vegetation is included in new projects.

Green Factor

- Landscape areas
- Trees / shrubs
- Green roofs/raingardens
- Vegetated walls
- Water features
- Public right-of-way

□ Multiply square feet by a weighted “factor”

□ Projects must meet a minimum score



Add street trees and landscaping to all streets within the village.

Construct landscape medians and street tree wells that double as stormwater management facilities.