

**SAMISH WAY URBAN VILLAGE MASTER PLAN  
PUBLIC INPUT REPORT  
August 8, 2008**

**I. EXHIBITS**

EXHIBIT A:	MAILOUT POSTCARD	EXHIBIT F:	MEETING #1 COMMENTS
EXHIBIT B:	POSTING NOTICE	EXHIBIT G:	MEETING #2 COMMENTS
EXHIBIT C:	MEDIA NOTIFICATION	EXHIBIT H:	MEETING #3 COMMENTS
EXHIBIT D:	LETTER TO OWNERS	EXHIBIT I:	MEETING #4 ALTERNATIVES AND PUBLIC COMMENTS
EXHIBIT E:	LIST OF ATTENDEES		

**II. PURPOSE**

The purpose of this report is to summarize the public comments received during the Samish Way Urban Village workshops, explain the alternatives presented by staff at the final meeting, and describe upcoming opportunities for public comment.

**III. BACKGROUND**

The public was invited to attend a series of 4 public workshops to discuss the redevelopment of this 66-acre area located west of I-5, north of Bill McDonald Parkway, south of Edwards Street, and roughly east of 34<sup>th</sup> Street.

Public notification included the following measures:

- 1) Invitations mailed to all property owners and business owners within 500-feet of the project boundary and to all Neighborhood Representatives and members of the Mayor's Neighborhood Advisory Commission (MNAC) **(EXHIBIT A)**
- 2) Notices posted at the each entrance to the project area and at each major intersection **(EXHIBIT B)**
- 3) Emails sent to all available business owner emails and attendees of the previous charrettes sponsored by the Sehome Neighborhood, as well as all the stakeholders listed in the project charter
- 4) Staff visited each business and personally invited the owners or managers to attend
- 5) Notice published in the Bellingham Herald, Whatcom Independent, Bellingham Neighborhood News, the City website, and in the Sehome and York Neighborhood newsletters **(EXHIBIT C)**
- 6) The Sehome Neighborhood Association canvassed the area and distributed notices to property owners outside the 500-foot mailing boundary
- 7) Personal letters were sent to each property owner mid-way through the workshops **(EXHIBIT D)**

The workshops focused on several subjects:

June 5:	Introduction and Character
June 12:	Public Realm: Streets, Trails and Plazas
June 19:	Development Character: Permitted Uses, Design and Scale
July 10:	Summary of Input and Discussion of Alternatives

Approximately 50 people attended each session. Attendees included neighbors, business owners, property owners, developers, real estate agents, land use consultants, and other interested parties. The list of attendees is provided in **EXHIBIT E**.

#### **IV. SUMMARY OF COMMENTS**

##### **June 5<sup>th</sup> (Introduction and Character)**

At this initial meeting, staff presented an overview of the project, including the relationship of this Master Planning process to Comprehensive Plan goals for infill. Staff explained that the master planning effort was initiated by the Sehome Neighborhood Association in their neighborhood plan update, which was submitted December 2007. The staff consultant (Charrette Studio) presented the elements of a successful urban village. Participants were asked to discuss the strengths and weaknesses of the project area in terms of these elements, and to discuss how these elements help or hinder the development of an urban village in this area. The preliminary project boundary (which was provided by the neighborhood association) was presented and participants were asked to identify areas of concern. The full comments from this meeting are provided in **EXHIBIT F**.

##### Strengths and Weaknesses

One of the primary strengths identified for the area is that it's a primary gateway to WWU, Downtown, Fairhaven, and the Waterfront and has easy access to and from the Interstate. Another strong point identified is the existing mix of uses and infrastructure in the area. Participants also stated that support for the project by the Sehome Neighborhood Association, business owners, and the City is positive for the future of the Samish Way redevelopment.

Weaknesses of the area identified by the public focused largely around the prevailing auto-orientation and lack of connectivity in both street layout and overall design and character. The absence of sidewalks and frequent dead-end streets currently fail to provide a safe and efficient link for residents to travel through the area. Safety is another point of concern identified by the public. People indicated that traffic speed, lack of crosswalks and bike lanes, and criminal activity threatens the safety of residents and visitors alike.

##### Project Boundary

Workshop participants generally agreed with the project boundary drafted by the Sehome Neighborhood Association that was presented by staff at the initial meeting. However, two areas needing further discussion were identified: areas of existing single-family zoning and the Sehome Village shopping center. Participants felt the owners of the single-family homes within the proposed boundary should be consulted to determine whether or not they should be included in the planning area. There was a mix of opinions among the tables regarding whether Sehome Village should be included in the study area; a few tables felt strongly that it either should or shouldn't be included.

## June 12<sup>th</sup> (Public Realm)

This second meeting focused on improvements to the public realm, including streetscape design, trail connection and plaza locations. Public Works staff and the consultant described features that contribute to the streetscape. WSDOT staff presented the draft master plan for the I-5 corridor, which may result in the relocation of the Samish Way interchange to the vicinity of Maple Street. Workshop participants were then asked to identify amenities that are currently missing from the public realm, and to prioritize these improvements into immediate, 5-year and 10-year categories. The full comments from this session are provided in **EXHIBIT G**.

As foreshadowed in the previous meeting, participants lamented the auto-orientation of the public realm and the need to retrofit Samish Way to create a pleasant and safe experience for pedestrians and bicyclists. Crosswalks were indicated as a need at almost all intersections, and a variety of traffic-calming methods (such as slower speeds, stop signs, signalization, or roundabouts) were suggested. Trail connections to Sehome Arboretum were emphasized, as well as the need for pocket parks and public plazas. Several groups suggested a trail network parallel to the I-5 corridor along with regional stormwater management to create an amenity for this trail network. Additional greenery in the form of street trees, landscape requirements and a landscape median in the center of Samish Way was encouraged throughout the area.

When identifying improvements to be made in the next five years, participants asked for better design standards / incentives for new developments, and suggested incorporating more mixed-use buildings to provide a variety of housing for future residents. Other suggestions focused on developing traffic calming measures along Samish Way by separating sidewalks with planting strips and providing better pedestrian crossings. "Pocket Parks" or public plazas were also identified as missing elements to the public realm.

For ten-year improvements, participants requested that buildings be brought to the street edge and parking spaces be hidden from view in the back of new development. Dedication of new side streets was seen as a potential location for angled parking spots and a way to provide better connections through the area. Noise mitigation for Interstate 5 was suggested, as well as a pedestrian and bike overpass at Maple Street to connect with the Puget Neighborhood. Improvements to the Bill McDonald Parkway interchange were also seen as a significant need.

## June 19 (Development Character)

The third meeting was intended to discuss future development regulations, including permitted uses, design standards, floor area limits, height, etc. The consultant and a local developer gave presentations that focused on market forces and other elements that effect redevelopment. Workshop participants were asked to identify 'core' and 'transition' areas of the village and what height limits and uses should apply in these areas. The full comments from this meeting are provided in **EXHIBIT H**.

At the end of the activity, each table identified different 'core' and 'transition' areas. However, there was a general trend towards commercial transition zones north of Abbott and south of Consolidation, and residential transition zones along the western and northern boundaries. A wide variety of retail and service uses were suggested in addition to the existing businesses in the area. Participants also encouraged the promotion of mixed-use development to support the urban village concept. There was a strong preference for parking to be located at the rear of new developments, in regional structured parking or underground.

Height limits in the commercial core and transition areas didn't appear as a concern during the public meeting. However, several tables commented that height should be limited in the residential transition zones to protect existing single-family development. Participants also emphasized the need for design standards to ensure that new development achieves the goals of urban village development, such as pedestrian-orientation, architectural interest, and human-scaled elements.

## **July 10 (Summary and Presentation of Alternatives)**

At the final meeting, staff presented a summary of the input that had been gathered at the three previous meetings, and the alternatives that had been developed as a result of this input. It was emphasized that these alternatives are being used as a baseline for testing the feasibility of the plan, and should not be considered a final product. These alternatives will likely evolve based on the results of the feasibility studies, additional public input, and staff analysis. Displays showing the various alternatives were placed around the room. Participants were asked to post their likes and dislikes on each poster. A summary of the elements that were presented by staff are outlined below.

### **PROJECT BOUNDARY**

Single-family development is not appropriate for an urban village environment. Staff will contact the single-family owners within the 'TBD areas' that the public identified to discuss whether they would be willing to consider alternative housing types and be included in the boundary. If the majority of owners do not wish to be included then the areas identified will be removed from the master plan.

The Sehome Village shopping center is located within the Happy Valley Neighborhood and currently zoned Planned Commercial. The existing zoning would support redevelopment into an urban village concept, since residential mixed use development is permitted (along with a range of other commercial uses), and height and setback regulations would support an urban form. Sehome Village is recognized as a 'service area' for the Samish Way urban village, but is excluded from the master planning boundary. However, improving multi-modal connections and studying the impact of traffic on the abutting intersection will be part of this project.

### **PUBLIC REALM**

Staff presented a baseline grid showing potential locations for new right-of-way dedication, traffic calming strategies, trail connections, public space improvements, pedestrian crossings and bike lanes. Staff supports the idea of requiring curb cut consolidation to improve traffic flow and create a safer pedestrian environment. Staff will consult with WTA regarding improvements to bus shelters and increasing transit service as density develops. Potential locations for regional stormwater facilities will also be explored.

3 new designs were presented for Samish Way. The first was based on public comments: 2 lanes in each direction with a center landscaped median and pocket turns. Bike lanes, street trees and wider sidewalks would be added to this alternative. The second alternative presents the alternative of a 'standard' commercial street, with 1 travel lane in each direction, on-street parking, and a center landscape median with pocket turns. The third alternative that is a 'frontage road' concept, with 1 travel lane in each direction within the main thoroughfare, and the addition of a side access road. This side access road would allow on-street parking and

shared bike usage and would slow traffic along the commercial corridor to improve the pedestrian experience. Variations on these alternative designs for Samish Way will be tested in the upcoming traffic study. The results will determine whether Samish Way should be emphasized as the primary commercial and pedestrian corridor, or if the focus should be shifted to other streets.

## CORE AND TRANSITIONS

Staff presented a 15-acre 'core' area between Abbott Street and Consolidation Avenue. The height limit in this area is proposed to be between 5-7 stories. In this area, drive-thru businesses would be prohibited and ground floor commercial uses would be required on the primary pedestrian corridors. A public plaza should be incorporated into the core, but the specific location is yet to be determined.

Commercial transition zones were indicated to the north and south of the Core. The initial draft would continue to permit drive-thru businesses in the southern transition area, as this area serves I-5 traffic through the area. Height limits in the Commercial transition areas are proposed between 3-5 stories. A public plaza should also be located in the northern transition area, with the specific location also left to be determined. The western and northwestern boundaries of the project area were presented as Residential Transition zones. These zones would allow a mix of residential housing types with a 3-story height limit. Commercial uses would be prohibited in this area.

The topography of the area allows for higher buildings in the Core without overshadowing the residential zones. Staff also suggests a different street treatment, street design, art, lighting or other elements could be used to emphasize entry into the Core area of the village.

Of the three proposed cross sections for a redesign of Samish Way, most participants felt the 'Standard Commercial Street' design concept was best suited for the area along with a reduced speed limit. However, many were also open to the possibilities that the 'Frontage Road Concept' had to offer and were interested in the City developing the idea further. When considering the proposed WSDOT Interstate 5 interchange relocation, many participants responded negatively to the idea, believing it would allow traffic to bypass the new urban village completely. Others felt that creating an overpass or underpass to allow traffic to cross I-5 would be a better solution.

Participants were receptive to the proposed layout for the core and transition zones that staff presented. Most suggestions focused on traffic issues such as placing parking behind storefronts, and creating more walkable and bicycle friendly routes. Participants seemed in agreement with the proposed height restrictions in each section, although some felt the lower limits in the southern transition zone were unnecessary, and that a two-story maximum would be more acceptable for the Residential Transition Zone.

Regarding issues of design and the overall identity of the new urban village, people were receptive to the suggestions provided by the City. Possible design requirements for the area that were well-received focused on creating a pedestrian-friendly and inviting environment. Wider sidewalks to encourage more uses and activities, awnings to provide weather cover, discrete signage, and tall first floors for retail were also identified as potential elements to incorporate into future design requirements.

Staff had also presented the idea of developing a new project name for the future urban village, and most people leaned toward the notion of paying homage to the site's historical identity. Names like "Perkins Village" and "Old 99 District" were amongst the most popular. The most popular bonus and incentive ideas for future redevelopment encouraged the development of public spaces, art and / or landscaped features. Participants also strongly supported the encouragement of creating more affordable housing and incorporating LID into future development.

Full public comments on each of the staff alternatives that were presented are provided in **EXHIBIT I**.

## **VI. CONCLUSION AND NEXT STEPS**

The next step in the project is to conduct studies to evaluate the feasibility of the development alternatives. The first of these is a geotechnical analysis to provide baseline information about the soils and drainage of the area. This will help to inform the economic analysis as well as the feasibility of pervious stormwater designs. Staff will also analyze the potential redevelopment timeline of the area based on property/business owner survey, permit activity, and a visual survey.

Next, baseline assumptions (such as height limits, parking requirements, block sizes, etc) will be drafted and a designer hired to develop a "highest and best use" scenario. An economist will utilize this scenario to study the feasibility of the project. Once the economist report is presented and baseline assumptions are confirmed or adjusted, a consultant will be hired to conduct a transportation analysis. The results of all these studies will guide the drafting of the master plan and development regulations, which should be completed by the end of 2008. These drafts will be presented for additional public comment at the beginning of 2009, prior to review by the City Council in August 2009.

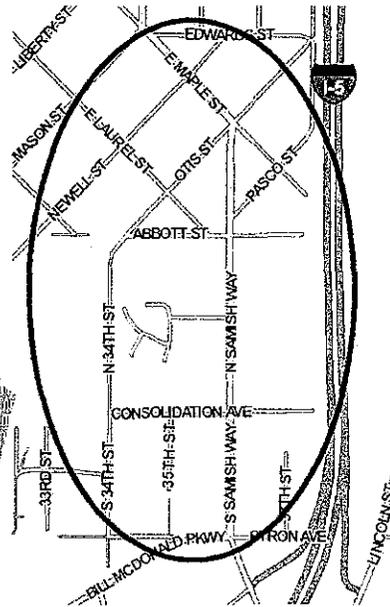
# EXHIBIT A

## SAMISH WAY URBAN VILLAGE PUBLIC INPUT WORKSHOPS



The City of Bellingham Planning and Community Development Department invites you to attend a series of four discussions about the future of North Samish Way

Your input at these meetings will be used to create a new Master Plan, Development Regulations, and zoning to guide development of a new Urban Village



General Area of the North Samish Way Urban Village

### Meeting Location

**Elks Lodge  
710 S. Samish Way**

### Meeting Time

**6:00PM-8:00PM**

### Meeting Dates (Thursdays)

**June 5:** Introduction & Character

**June 12:** Public Realm: Streets, Trails, & Plazas

**June 19:** Development Character: Permitted Uses, Design, and Scale

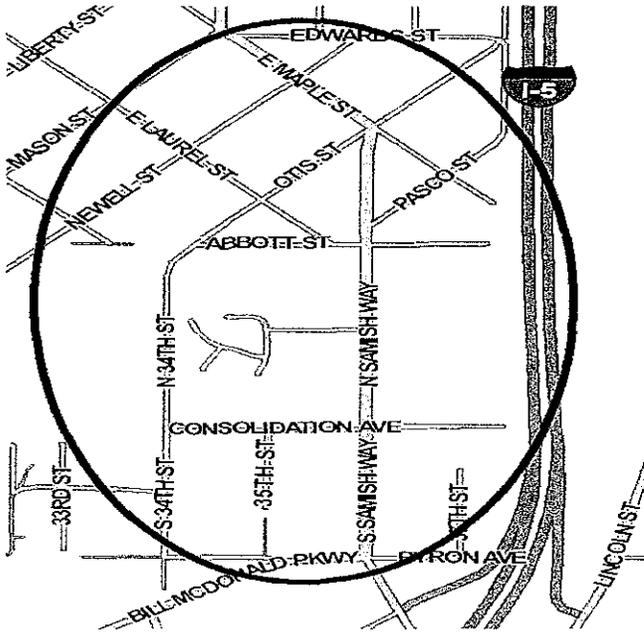
**July 10:** Summary of Input and Discussion of Alternatives

For More Information Contact: Darby Galligan, Development Specialist II  
Planning and Community Development Department (360) 778-8389 EMAIL: [dgalligan@cob.org](mailto:dgalligan@cob.org)  
Visit the project website at <http://www.cob.org/government/departments/pcd/major-projects.aspx>  
Click on "Samish Way Urban Village"

## EXHIBIT B

# NOTICE OF PUBLIC MEETINGS SAMISH WAY URBAN VILLAGE

The City of Bellingham Planning and Community Development Department invites you to attend a series of four public input workshops about the future of Samish Way.



**General Planning Area**

### Meeting Location

Elks Lodge  
710 S. Samish Way

### Meeting Time

6:00PM-8:00PM

### Meeting Dates (Thursdays)

**June 5:** Introduction & Character

**June 12:** Public Realm: Streets, Trails, & Plazas

**June 19:** Development Character:  
Permitted Uses, Design, and Scale

**July 10:** Summary of Input and Discussion  
of Alternatives

Your input at these meetings will be used to create a new Master Plan, Development Regulations and zoning to guide the development of a new "Urban Village"

### **For More Information, Contact:**



**Darby Galligan, Development Specialist II**

Planning and Community Development Department (360) 778-8389

EMAIL: [dgalligan@cob.org](mailto:dgalligan@cob.org)

Visit the project website at: <http://www.cob.org>

(Enter "Samish Way Urban Village" in search bar)

The City of Bellingham complies with the Americans with Disabilities Act. If you need special accommodations please call 778-8300.



## EXHIBIT C

# Neighborhood meetings set for Samish Way Urban Village

*Posted: May 27, 2008 14:38:01 PST*

The city-directed master-planning of Samish Way Urban Village is now underway, and the public is invited to participate in a series of four meetings beginning June 5 to help craft the plan for this area.

Creation of the Samish Way Urban Village, which stretches along Samish Way from Bill McDonald Parkway and Ellis Street, is a goal listed in Bellingham's Comprehensive Plan. This project is an opportunity for property owners, business owners, residents and other stakeholders to create a vision that will guide redevelopment by encouraging a healthy mix of uses, a safe and attractive pedestrian experience, and will provide predictability for developers and residents.

"The Sehome Neighborhood has been very successful at working together to develop a shared vision for their neighborhood through their neighborhood planning efforts," noted Tim Stewart, Planning & Community Development Director. "The City wants to help by providing staff and resources to master-plan this urban village, which will be a component of their broader neighborhood plan update and also involves the adjacent York Neighborhood," he added.

The four public meetings will take place at the Elks Lodge at 710 South Samish Way on Thursdays from 6 - 8 p.m. Input gathered from these meetings will be used to create a master plan and new development regulations for the revitalization of the area. The dates and topics for the meetings are as follows:

- June 5 - Introduction & Character (including transition areas and plan boundaries)
- June 12 - Public Realm: Streets, Trails & Plazas
- June 19 - Development Character: Permitted Uses, Design and Scale
- July 10 - Summary of Input and Discussion of Alternatives

It is anticipated that a draft master plan and development regulations will be completed by the end of 2008, and incorporated into the neighborhood plan update in 2009. For details, search for Samish Way Urban Village on the City's website at [www.cob.org](http://www.cob.org).

### **Media Contact:**

Darby Galligan, Development Specialist II  
Planning & Community Development  
360.778-8389  
[dgalligan@cob.org](mailto:dgalligan@cob.org)

# Samish Way Urban Village Master Planning Underway

Neighborhood  
NEWS,  
6/08

The city-directed master-planning of Samish Way Urban Village is now underway. Creation of the Samish Way Urban Village, which stretches along Samish Way from Bill McDonald Parkway and Ellis Street, is a goal listed in Bellingham's Comprehensive Plan. This project is an opportunity for property owners, business owners, residents and other stakeholders to create a vision that will guide redevelopment by encouraging a healthy mix of uses, a safe and attractive pedestrian experience, and providing predictability for developers and residents.

The community is invited to participate in four public meetings to gather input that will be used to create a master plan and new development regulations for the revitalization of the area. These meetings will take place on Thursdays, 6:00-8:00 p.m., at the Elks Lodge, 710 South Samish Way. The dates and topics for the meetings are as follows:

- **June 5th** - Introduction & Character (including transition areas and plan boundaries)
- **June 12th** - Public Realm: Streets, Trails & Plazas
- **June 19th** - Development Character: Permitted Uses, Design and Scale
- **July 10th** - Summary of Input and Discussion of Alternatives

It is anticipated that a draft master plan and development regulations will be completed by the end of 2008, and incorporated into the neighborhood plan update in 2009. For details, search for Samish Way Urban Village at: [www.cob.org](http://www.cob.org).

**For more information, please contact:**  
Darby Galligan, Development Specialist II, Bellingham, Planning & Community Development, (360) 778-8389 or email [dgalligan@cob.org](mailto:dgalligan@cob.org)

**Samish Way Urban Village to be planned** *Indy 6/14  
5/29/2008*

**BELLINGHAM** - The city-directed master planning of the Samish Way Urban Village (UV) is now underway, and the public is invited to participate in a series of four meetings beginning June 5 to help craft the plan. The UV stretches along Samish Way from Bill McDonald Parkway and Ellis Street. This is an opportunity for area residents and business owners to create a vision to guide redevelopment with a healthy mix of uses and a safe and attractive pedestrian experience. The four public meetings will be held at the Elks Lodge, 710 S. Samish Way, from 6-8 p.m. on Thursdays. For more information, contact Darby Galligan at 778-8389.

Jun, 4, 2008  
GROWTH

*Bellingham Herald*

## Samish Way is subject of city meetings

JARED PABEN

**BELLINGHAM** — The city of Bellingham will hold four meetings for a plan that aims to revitalize and create an urban village along Samish Way.

Four public meetings will be held to gather input for the creation of a master plan for Samish Way, from Bill McDonald Parkway to Ellis Street.

The first meeting, scheduled for Thursday, will provide an introduction and talk about the area's character. After that, meetings will be held:

June 12 — covering the public realm, including streets, trails and plazas.

June 19 — development character, including permitted uses, design and scale.

July 10 — summary of input and discussion of alternatives.

All the meetings are scheduled from 6 to 8 p.m. at the Elks Lodge, 710 S. Samish Way.

The city wants to have a draft plan and development regulations done by the end of the year.



SUMMER

NEWSLETTER

2008

## CITY PLANS TO REZONE SAMISH WAY PUBLIC INPUT MEETINGS BEGIN JUNE 5

As the enclosed flyer indicates, the Planning Department will be conducting four Public Input Workshops for you to learn about the Samish Way Urban Village concept and offer to your ideas and concerns about how to change this part of our neighborhood.

Years ago, the City zoned Samish Way for "auto-oriented businesses", without any detailed idea of what that would look like. That explains what you see when you drive along there toward the freeway.

Years from now, this same area should be a thriving urban village. What that means and how that will look is something you can help determine. And that process starts June 5<sup>th</sup>.

If you own property along this corridor, this process will have a major impact on its value. If you live anywhere near Samish Way, this could mean a major improvement in your quality of life. Don't miss this chance to make a difference – let your voice be heard!

### Public meeting topics & dates

Each meeting will cover different topics of the urban village master plan and is your best opportunity for community discussion on that topic.

**Elks Lodge, 710 S. Samish Way**  
**Thursday Evenings**  
**6:00 TO 8:00 PM**

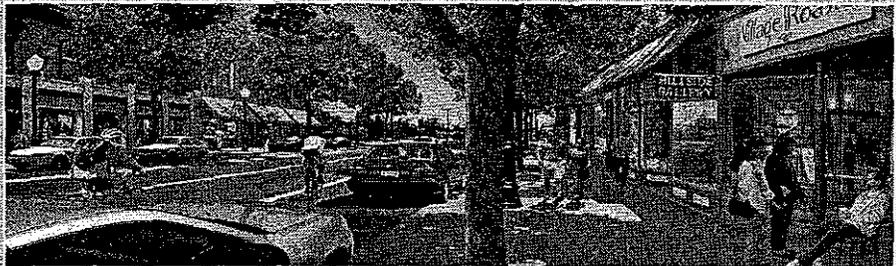
<http://doiop.com/cob.org/samishway>

**June 5 Intro:** Character, plan boundaries, transition areas

**June 12 Public Realm:** Streets, trails, plazas

**June 19 Development:** Permitted Uses, design, scale

**July 10:** Summary of Input and discussion of alternatives



*Typical urban village streetscape, urban-advantage.com*

### York Neighborhood Association General Meeting

**Thurs. May 29, 7:00 — 8:30 p.m.**

Garden St. Methodist Church, 1326 N. Garden

Got ideas? Bring 'em...

**Samish Way Urban Village Meeting — Thurs. June 5, 6:00 to 8:00 p.m., Elks Lodge, 710 S. Samish Way.** To discuss transition areas and plan boundaries for the redevelopment of Samish Way — an area that includes sections of south York Neighborhood. Additional meetings are scheduled for June 12, June 19, July 10 (same location).

For more information about the York Neighborhood Association, go to: [www.yorkneighborhood.org](http://www.yorkneighborhood.org)  
Your supporting donations are greatly appreciated. Mail to: YNA, 1232 Franklin St., Bellingham, WA 98225



# EXHIBIT D

## PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

210 Lottie Street, Bellingham, WA 98225

Telephone: (360) 676-6982 Fax: (360) 738-7306 TTY: (360) 676-6883

June 16, 2008

NAME  
ADDRESS  
ADDRESS2

### RE: SAMISH WAY URBAN VILLAGE PUBLIC INPUT WORKSHOPS

Dear Property Owner,

Discussions are underway regarding the redevelopment of the area around Samish Way lying west of I-5 and north of Bill McDonald Parkway. As a property owner within this area, you recently received notice regarding the public input workshops that are being held to brainstorm ideas for how this area could be improved. The City will use the input from these workshops to develop a Master Plan and new development regulations that will govern this area.

The workshops are scheduled from 6pm-8pm at the Elk's Lodge (710 S. Samish Way) on the following dates (Thursdays):

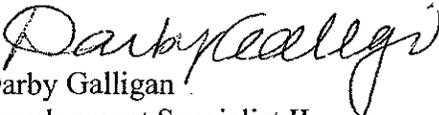
- June 5:** Introduction and Character
- June 12:** Public Realm: Streets, Trails and Plazas
- June 19:** Development Character: Permitted Uses, Design and Scale
- July 10:** Summary of Input and Discussion of Alternatives

The first meetings have been productive and well-attended. (Summary of the input that has been received so far can be found at the project website: [www.doiop.com/cob.org/samishway](http://www.doiop.com/cob.org/samishway) )

If you've been participating, thank you! I look forward to seeing you at the next workshop. If you've been unable to attend, I encourage you to participate in crafting a future vision for your property.

I'd also be happy to meet or speak with you personally to discuss your ideas for the area and how the project may affect your property. I can be reached at (360) 778-8389 or by email at [dgalligan@cob.org](mailto:dgalligan@cob.org).

Regards,

  
Darby Galligan  
Development Specialist II

# Samish Way Urban Village Attendance Sheet

Find your name on the list and put a check in today's column. Check your information for errors!

If you're not yet on the list, please write your information in at the bottom

**EXHIBIT E**

Roger	Almskaar
Lisa	Anderson
Sam	Arndt
Kitty	Bach
Carol	Berry
Wray	Berry
Bill	Beye
Vince	Biciunas
Louise	Bjornson
James	Boice
Isaac	Bonnell
Jozef	Bosman
Paul	Brower
Stan	Brown
Mark	Buehrer
Liz	Bundy
Jim	Carney
Jung-Hoon	Choi
Yong	Choi
Dimitri	Christopoulos
Ellen	Clark
Bruce	Clawson
Rick	Congdon
CJ	Conner
Seth	Cool
Larry	Cort
J	Cory
Edward	Crasper
Brian	Dagneault
Millie	DeFord
David	Dopps

## Attendance

5-Jun	12-Jun	19-Jun	10-Jul
x		x	x
	x	x	x
		x	
		x	x
x		x	x
x	x	x	
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x			
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x			x
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x	x		
x			
x			x
			x
x		x	x
		x	
x	x	x	
			x
x	x	x	x

Joan	Drinkwin	
Terry	Drussel	
Charles	Dyer	
Marie	Eaton	
Linda	Eng	
Eric	Ericsson	
Sterling	Fisher	
Sheila	Fluetsch	
Stacey	Glenewinkel	
Lynn	Gobush	
Glen	Hallman	
Nick	Hartrich	1!
Loretta	Hogg	
Judy	Hoover	
Susan	Horst	
Tim	Hostetler	
Deidre	Hunsaker	
Mauri	Ingram	1
Chris	Irwin	
Tandie	Isaman	
Helen	Jackson	
Dean	Kahn	
Charlie	Kang	
Don	Keenan	
Joy	Keenan	
Becky	Kelly	
Jeff	Kenoyer	
Thu	Khong	
Tyler	King	
Rob	Kruzich	
Wendy	Kruzich	
Joe	Kwon	
Kim	Kwon	
Steve	LeCocq	
Brain	Lee	
Michael	Lilliquist	

	X			
	X	X	X	X
	X	X	X	X
				X
	X			
	X		X	
	X			
				X
	X	X	X	
	X			
	X	X		X
	X			
	X	X		
		X		X
		X	X	
	X		X	X
		X	X	X
			X	
	X			
	X			
			X	
			X	
	X		X	X
	X			
	X	X	X	X

Erwin	Lloyd
Derek	Long
Ed	Lowry
Anne	Mackie
Erika	Malone
Allen	Matsumoto
Jim	McCabe
Dave	McKay
Greg	McCracken
Chris	Mead
Shannon	Medaris
Randy	Meyer
Ted	Mischaikov
Troy	Mulijat
Meredith	Murray
Rick	Nicholson
David	Nick
Mohinder	Nijjar
Edie	Norton
Christina	Olson
Raul& Marijun	Padilla
Dan	Pike
Al	Quimby
Carol	Quimby
Karen	Reed
Kathy	Reed
Betsy	Robanser
Sharon	Robinson
Barbara	Ryan
Asa	Salios
Susan M.	Scanga
Nicole	Schierbert
Paul	Schissler
Jon	Shaughnessy
Kathy	Sitker
Mike	Smith

	X			
	X		X	
	X	X	X	X
				X
		X	X	
		X		
	X			X
		X	X	
		X		
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	X	X	X	
				X
	X			
	X	X	X	
	X			
	X			



# EXHIBIT F

## Current strengths (likes) of Samish Way Area

(\* ) indicates strengths that would make this area a good Urban Village candidate

- \*Mix of existing uses (residential, commercial, auto, service)
- Mix of business and services
- \*City appears open to zoning changes
- Variety and mixed-use
- Mobile home park – diversity
- Multi-family housing as transition to Urban Village
- Convenience
- Diversity of people
- University and students / housing
- \*Western Washington University student density supporting Urban Village
- \*Community / local businesses
- \*Good restaurants (variety)
- \*Diversity of businesses - variety
- \*Restaurants, places to eat
- Duration of the businesses
- Long history in area
- Local businesses
- \*Local business ownership
- \*Owners can meet / know each other
- \*Like businesses – can walk to on my side of Samish
- \*Residential proximity to businesses
- \*Location to users / accessibility
- \*Adjacent neighborhoods attractive, have historic character
- \*Older houses in area
- Adjacent neighborhoods are good - walkable
- Neighborliness (neighborhood feel-only small pockets)
- \*Supported by neighborhood associations
- \*Historic Homes close by
- \*Greenery / trees (in residential areas)- *This can be increased with Urban Village*
- Opportunities to have parks / green spaces
- Arboretum and trails
- \*Potential areas for public or green space
- \*Topography as a natural buffer
- \*Like trail connections to Arboretum
- \*Proximity to Western Washington University
- Proximity to freeway, neighborhood
- Walkability, existing (maybe not?)
- Residents like to walk
- Sidewalks
- \*Accessibility
- Accessibility to services
- \*Access / Proximity
- \*Good connectivity and accessibility – vehicle
- \*Well connected to surrounding areas (Downtown, Fairhaven, Waterfront)
- \*Access to Downtown and freeway

Location – access to Downtown / accessibility to the Urban Village

\*Close to urban core, university, and arboretum

Close to arboretum

\*Close to services and Sehome Village

Sehome Village

Two distinct gateways into the village

\*A connection from University to Downtown

Entrance to the City

\*Gateway of the City

Gateway to Downtown and Western Washington University

Existing Transit Routes

Alternative Transportation

Bike lanes / transit

Bus line / walkability

Bus lines

\*Deep lots – allow for new circulation, flexible design

\*Already well developed infrastructure

\*Opportunity for redevelopment

Flat and easy to develop

\*Flat topography

\*Parking areas – opportunity (blank slate)

\*Availability of parking lots for expanded use

\*Lots of buildable space

Location on west side of I-5

Underutilized N/S streets

#### **Current weaknesses (dislikes) of Samish Way Area**

(\* ) next to a weaknesses indicates that it must be overcome to make the Urban Village concept work here

\*Poor use of space (land use)

Division of the area

No connectivity

Designed around automobiles

Width of Samish prevent walking

Not enough sidewalks

\*Hodge-podge – not well planned (no continuity)

Character of area as is currently

No signage

No diversity of uses in general

\*No coherence of design

No existing design – blank... go wherever we want (aka: modern)

No permanent housing

\*Low density

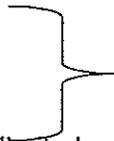
Topography prevents visibility

No streetscape / landscaping

Aesthetics of streetscape

No parks or green space

No green space  
 Privacy or PARKS  
 Too much asphalt / concrete  
 \*Ugly, bare concrete, no streetscape  
 Has space to provide transition into without too much impact  
 \*Too much commercial  
 Business need to serve the local needs  
 Business owners are concerned  
 \*Access street corners are dangerous (with 35 mph)  
 \*Traffic onto Samish (hard to access – too much vehicle with poor connectivity)  
 Too crowded with traffic  
 \*Traffic speed / safety / pedestrian – cars  
 Traffic – 35 mph zones / Maple St curve  
 \*Traffic moves fast - 35 mph  
 \*Arterial – 4 lanes  
 Timing of traffic lights at Bill McDonald / Samish  
 Freeway noise  
 Not dense enough of a sound buffer from freeway  
 \*Ownership type  
 \*No publicly owned parcels  
 Public ownership only expressed in auto-friendly ways (\*not pedestrian friendly)  
 Automobile oriented businesses – need walkable area to reduce crime  
 Crime – transient residents, motels – *Urban Village has potential to reduce*  
 \*Criminal element – break-ins, transients in motels, drug use / needles, prostitution  
 Vagrants – mobile home park crimes  
 \*Safety – walking, transients, illegal activity  
 \*Safety – 35 mph zones  
 \*Samish Way is scary – too wide / needs median  
 Hookers  
 Long term residents at motels  
 All motels – how do Urban Villages?  
 Old style motels  
 \*Drug and alcohol / aesthetics  
 \*Dilapidation  
 \*Not comfortable to walk  
 \*No bike lanes  
 \*No street trees  
 \*No crosswalks  
 \*No bike / pedestrian access – limited  
 No bike lanes  
 \*No crosswalks  
 No crosswalks  
 \*North / South connectors – underground crosswalks  
 Not safe to walk or cross Samish Way  
 Safety – walking along Samish / Crosswalks  
 Not safe to walk from business to business across side streets  
 \*Minimal bus service  
 Living for families night and day – people live in the village



Not good enough for pedestrians – \* poor pedestrian environment

## **Project Boundary and Transition Zones:**

- More Northwest connectors
- Re-evaluate intersections
- Commitment from City to improve street early on
- Walking traffic – 34<sup>th</sup> South
- E Maple go through to Lincoln St. to bring neighborhoods together
- Better use of 35<sup>th</sup> Street
- 35<sup>th</sup> Street as boundary line south of Consolidation
- Remove SFR west of 35<sup>th</sup> Street and south of the mobile park (sense of community)
- North boundary – there is potential for shops where houses are now
- Issue with north edge (SFR) – historical value of existing single family homes
- Extend to include nearby existing businesses (Maple / Ellis)
- Reduce speed to 25 mph
- Green median, give the look / feel of a slower street
- Bike lanes
- Pedestrian crossings
- Encourage eateries, outdoor seating
- Give pedestrians a reason to go to the area – parks
- Single Family – or ask if they want to be in Urban Village
- Should not make zoning change down middle of street so houses across from each other are in different zones
- Include mobile home park?
- Like compact area
- Revisit parking lot use
- Inclusion of Sehome Village, Cinemas, The Keg, gas station, community, etc... (south of Bill McDonald Parkway)
- City should focus on SFR numbers in boundary
- Zone boundary should NOT be on street
- Use nearby areas as “urban village growth area”
- Master Lube wants to be in the Village
- NW corner stops where it stops
- Edges should be low, maybe allow commercial in single-family homes (offices, no bars)

## **Top two strengths / weaknesses from each group:**

### *Strengths:*

- Good connectivity (core, WWU, I-5, etc..)
- Size and depth of lots on Samish with minimal development and available space
- SPACE = opportunity
- Topography creates good natural buffer and transition
- Entrance to City – LOCATION and ease of access
- Well-developed infrastructure
- Location – proximity to everything
- Under built spaces
- Local business ownership
- Community
- City and neighborhood association support
- Good BONES

*Weaknesses:*

- Too much vehicle traffic with low connectivity
- NOT comfortable for pedestrians
- Samish as 4-lane arterial
- Multiple property owners
- Automobile focused
- UGLY
- Lack of easy connections for pedestrians , bikes, etc...
- Buildings don't have much character
- Safety – traffic, crime, vagrancy
- Samish – wide, fast cars, connections across Samish
- NO PUBLIC SPACE

*Other:*

- Neighborhood watch for motels (re: Police Department)
- Last year worse than this year
- Reduced crime rate as eyes on street goes up
- Neighborhood got crosswalk on Maple, where should it go and what it looks like?
- New businesses should have '30s and '40s design
- Large number of motels results in several large parcels
- Change traffic / road to slow traffic don't just lower speed limit
- Use Samish more efficiently – close up / give character
- Add nature
- Topography means you need big signs west of Samish
- Condition of mobile home park a concern
- Fairhaven is upscale / maybe people's vision of an Urban Village
- College student population is a positive, we should mimic this lifestyle, affordable lively
- Sehome Village Mall pretty pedestrian friendly

# Rate the Place:

## COMFORT & IMAGE

		POOR			GOOD
Overall attractiveness	Horrible (-1)	1	2	3	4
Feeling of safety	(-1)	1	2	3	4
Cleanliness/Quality of Maintenance	(1)	1	2	3	4
Comfort of places to sit	(-1)	1	2	3	4

Comments/Notes: ugly grey asphalt; concrete with little green!

## ACCESS & LINKAGES

		POOR			GOOD
Visibility from a distance		1	2	(3)	4
Ease in walking to the place		1	(2)	3	4
Transit access		(1)	2	3	4
Clarity of information/signage		1	(2)	3	4

Comments/Notes: street is great connector but walking here is unpleasant - make the street better and more people will walk here

## USES & ACTIVITIES

		POOR			GOOD
Mix of stores/services		1	2	(3)	4
Frequency of community events/activities		(1)	2	3	4
Overall busy-ness of area		1	2	(3)	4
Economic vitality		1	(2)	(3)	4

Comments/Notes: better stores not located here - perhaps pedestrian access will add better shoppers

## SOCIABILITY

		POOR			GOOD
Number of people in groups		(1)	2	3	4
Evidence of volunteerism		(1)	2	3	4
Sense of pride and ownership		(1)	2	3	4
Presence of children and seniors		(1)	2	3	4

Comments/Notes: traffic is fierce that it obliterates any calm needed for socialization

# Identify Opportunities

1. What do you like best about this place?  
I go to the Schome Plaza a lot, because I like the stores there. Samish UV could be even better, with neighborhood-style coffee shop, corner groceries, and really good restaurants.
2. List ideas that you would do to improve this place that could be done right away and that wouldn't cost a lot:

Plant some trees. Slow down traffic. Improve existing parking lots. add nice public places to sit. add water gardens -> swales for storm runoff -

3. What changes would you make in the long term that would have the biggest impact?

Traffic is terrible! add bike lanes; separate feds. from cars with a green buffer; slow down traffic; with some cross-city networking, add access to main street from residential neighborhoods: more fed-crosswalks!

4. What additional ideas, comments, or questions do you have?

The west side of the street would be a great place to add water gardens/swales for stormwater runoff, and provide a great buffer for the pedestrians and stores along the sidewalk. If the street scope makes this too difficult perhaps the swales could be a median in the middle of the street. (See Schome Villaco ditch.)

 Rate the Place:

COMFORT & IMAGE	POOR		GOOD	
Overall attractiveness	1	(2)	3	4
Feeling of safety	1	(2)	3	4
Cleanliness/Quality of Maintenance	1	(3)	3	4
Comfort of places to sit	(1)	2	3	4

Comments/Notes:

ACCESS & LINKAGES	POOR		GOOD	
Visibility from a distance	1	(2)	3	4
Ease in walking to the place	1	(2)	3	4
Transit access	1	2	(3)	4
Clarity of information/signage	1	2	(3)	4

Comments/Notes:

USES & ACTIVITIES	POOR		GOOD	
Mix of stores/services	1	2	(3)	4
Frequency of community events/activities	1	(2)	3	4
Overall busy-ness of area	1	2	(3)	4
Economic vitality	1	2	(3)	4

Comments/Notes:

SOCIABILITY	POOR		GOOD	
Number of people in groups	1	2	3	4
Evidence of volunteerism	1	(2)	3	4
Sense of pride and ownership	1	(2)	3	4
Presence of children and seniors	1	(2)	3	4

Comments/Notes:

 Identify Opportunities

1. What do you like best about this place?  
*Has great possibilities.*
2. List ideas that you would do to improve this place that could be done right away and that wouldn't cost a lot:  
*Clean-up sidewalks.  
 Better lighting  
 more police presence.  
 crosswalks.*
3. What changes would you make in the long term that would have the biggest impact?  
*See above.*
4. What additional ideas, comments, or questions do you have?

# Rate the Place:

COMFORT & IMAGE	POOR		GOOD	
Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/Quality of Maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4

Comments/Notes:

Need to clean up the ugly looking metal and other business structures.

ACCESS & LINKAGES	POOR		GOOD	
Visibility from a distance	1	2	3	4
Ease in walking to the place	1	2	3	4
Transit access	1	2	3	4
Clarity of information/signage	1	2	3	4

Comments/Notes:

Need more crosswalk & pedestrian friendly village

USES & ACTIVITIES	POOR		GOOD	
Mix of stores/services	1	2	3	4
Frequency of community events/activities	1	2	3	4
Overall busy-ness of area	1	2	3	4
Economic vitality	1	2	3	4

Comments/Notes:

SOCIABILITY	POOR		GOOD	
Number of people in groups	1	2	3	4
Evidence of volunteerism	1	2	3	4
Sense of pride and ownership	1	2	3	4
Presence of children and seniors	1	2	3	4

Comments/Notes:

# Identify Opportunities

1. What do you like best about this place?

close to walk & its natural forest, Sehome Arboretum.

2. List ideas that you would do to improve this place that could be done right away and that wouldn't cost a lot:

urgently replace speed sign to 25mph zone & eventually need more crosswalks and 35mph

3. What changes would you make in the long term that would have the biggest impact?

pedestrian friendly area

- No more Hwy 99 - this zone should be more street parking lots

4. What additional ideas, comments, or questions do you have?

strongly request for Remodelling old junco's motel. Free street parking lots on Samish w/ st. install this makes slow down the speed of all cars.

**EXHIBIT G****Prioritizing Improvement in the Public Realm****What is the most important or time sensitive improvement?**

- Outdoor meeting spaces, benches ("pocket parks" – picnic tables & trees in front of businesses)
- Bury power lines
- Bike lanes
- Calming devices
- Interesting, human-scale spaces
- "Complete street" concept – move "bumps" to create bike lanes & create 2 lanes w/ central turn lane... widen existing sidewalks toward the property not further into the street
- Street island for pedestrian refuge
- Roundabouts not lights
- Noise reduction / mitigating I-5 noise
- Plantings – trees, flowers, hangings
- Lower speed limit
- Separate cars from people by planting strip, etc
- Variable lane width
- Long straight away, not good, increases probability of speeding
- Cut back on curb-cuts
- "Grid" system – an exciting alternative
- Right-of-way easement
- **Otis-S\*\*\*\*\* - a good, natural interest spot... Rocket Donuts**
- **Abbot – space along I-5 trail... wetlands?**
- Set trails up with choices
- Regional stormwater system makes it more developable
- Rain Garden
- Area was naturally a pond
- Stormwater management critical
- Crosswalks need thoughtful design – not "mechanical" looking - use surface changes
- Ability to shut a street down periodically
- Plantings early on
- Focal point at turn
- Build 35<sup>th</sup> Street with auto access to Samish and pedestrian access to 34<sup>th</sup>
- Rain Garden / Park / Plaza
- Street art / trash cans / drinking fountains
- Line street and sidewalk with trees
- Community Garden
- Quality signage – NO neon
- Make safe places to cross Samish
- Landscape requirements for parking lots
- Require commercial / retail to provide landscaped green / public spaces
- Street lighting – solar / compact fluorescent – environmentally friendly
- Bus shelters

### **Top 2 immediate improvements:**

- Intimate and inviting spaces (turn strip / tree / green strip for median)
- Better street crossings / crosswalks
- Crosswalks – Abbott and Consolidation
- Regional stormwater treatment along I-5 / Humboldt St. with multi-modal trail crossing to **Arbor**
- Land banking (city acquiring property as it come available)
- Pedestrian connectivity – crosswalks
- Additional sidewalks
- Public lighting of human level
- Traffic calming – stop signs / crosswalks
- Landscape median
- Pocket parks – specifically at the triangle intersection of Bill McDonald Parkway and 34<sup>th</sup>, with sidewalk connection across to Sehome Village

### **Top two 5 year improvements:**

- Better design standards / incentives for private development
- More housing / multi-use buildings
- Sprinkle amenities
- Pocket Parks – places to sit
- Planting Strips / buffer
- Move sidewalks in – use planting strips
- Planting strip between sidewalk and street
- Bike Lanes on Samish
- Improve grid – “smart car” depot
- Boulevard down middle – slower and green
- Traffic circle at Samish / Maple (with fountain)

### **Top two 10 year improvements:**

- Buildings to street - parking spaces in back
- Redesign access into corridor
- Lane striping changes
- “Smart car” stations at Byron
- Sound proofing from I-5
- Improve the Gateway at I-5, Byron, Samish Way, McDonald Parkway spot.
- Add side streets for parking (new through streets)
- Angled parking on side streets
- Bioswales for stormwater, rain garden, park plaza (37<sup>th</sup>, 35<sup>th</sup>, and Humboldt)
- Siding road that connects 37<sup>th</sup> to Humboldt
- Bike / Pedestrian I-5 overpass at Maple Street
- Bill McDonald Parkway improvements – move offramp

## What is Missing in the Public Realm

**What connections are needed to knit the various spaces, activities and points of interest in the neighborhood?**

- Mid-block crosswalks – enough to meander
- Pedestrian overpass Maple to Maple
- Connect to Sehome Village / apartments – extend Urban Village
- Bus pull-outs
- With I-5 off ramp closed, new access – maybe 37<sup>th</sup> Street
- Consolidation of curb-cuts

### **Other Comments:**

- Rename it “San Juan Boulevard”
- Open private spaces at Rocket Donuts, Aloha, and Pizza Pipeline. City help with improvements
- Power poles on Samish are ugly
- Samish is BORING. Alienating
- Development character (current) is WRONG, nurture private redevelopment
- Attract a more diverse community of businesses
- Build housing
- Pedestrian fountain – only runs when it rains – celebrate the rain

**Transition Areas:**

- Gateways on each end (transition)
- Low-noise pavement on I-5
- Remove area between Byron, 34<sup>th</sup>, 35<sup>th</sup>, and Consolidation
- Intensive mixed-use
- Exclude industrial and manufacturing
- Include residential and mixed-use
- Preserve affordable housing
- Light industrial / residential / live-work next to freeway
- No retail with multi-story offices on Samish – creates dead zones at night
- No “adults only” businesses
- Minimize curb cuts
- No driveways in pedestrian zones
- Parking on the back / pedestrian entrance on front
- Consolidate access on side streets / create side streets or pedestrian “alleys”

**CORE AREAS:**

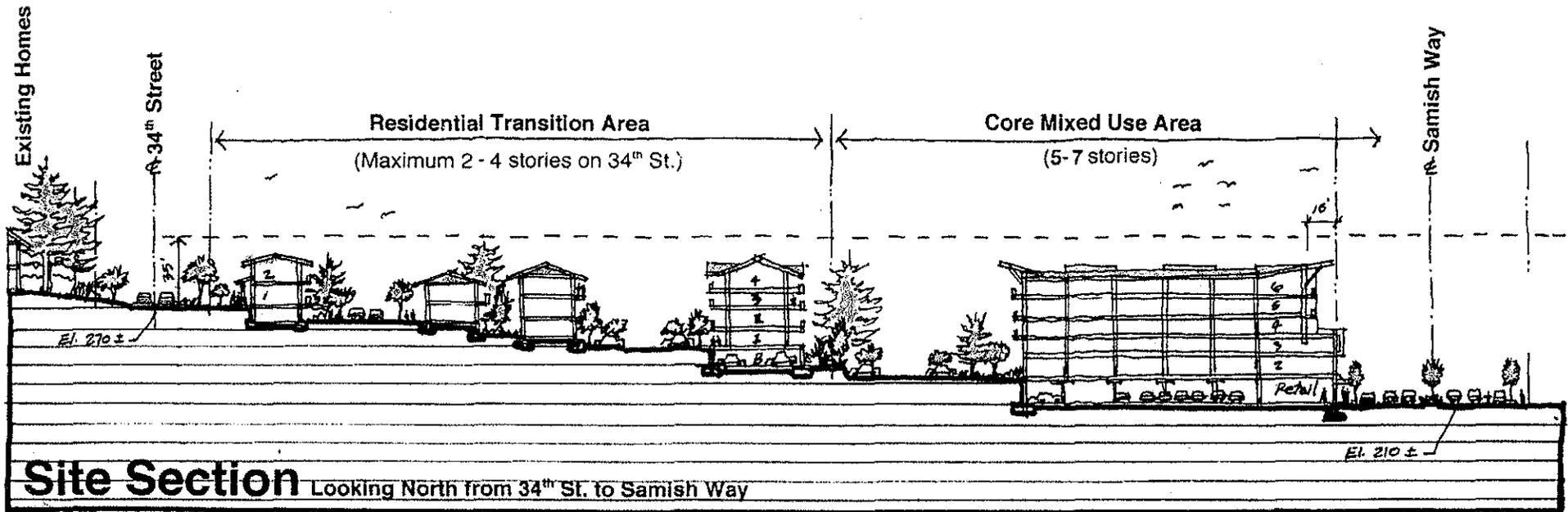
- North end triangle – identity
  - Bookstore, open space, theatre, restaurant, plaza, and medical office space
- “Great Avenue” Core
  - Las Rablas / Pedestrian mall
  - Abbott to Byron
  - 10 Minute walk up / down the avenue
  - Connection across I-5
  - Access by trail / bike / pedestrian
- South end triangle
  - Open Space / Plaza
  - Iconic structure
  - People place / social activities
- Defined by Byron and Abbott
- Taper toward I-5 with parking
- Core between 35<sup>th</sup> and 37<sup>th</sup>
- Transition starts around trailer park
- Encouraged Uses –
  - Frame shops
  - Bike Shops / Coffee shops / Book stores
  - Dental / professional
  - Local small shops as opposed to retail chains
  - Plazas
  - Some night life – restaurants
- Discouraged Uses -
  - Gun Shops.

- Light industrial
- No Discos
- Brick buildings – first floor
- First floor is 12 feet
- Mix of housing / integrate affordable housing
- Owner occupied low income units
- 3-5 stories including 1<sup>st</sup> floor (5 stories sparingly)
- Keep west side heights lower for view of Sehome Hill
- 4 stories by I-5
- Parking and stormwater along I-5
- Along Samish –
  - Cottages in transition areas
  - Core – mixed residential / commercial at street level
  - No offices on ground floor
  - No inactive walls
  - “Life on the street”
- Encourage high density residential in core
- Retail / Restaurants
- Auto-dependent only south of Consolidation on east side of Samish
- Minimize driveways on main pedestrian way (Samish)
- Auto access from side streets or rear (toward freeway)
- No auto access off 35<sup>th</sup>
- Access to pedestrian / bike I-5 crossing
- Core should be Abbott, 35<sup>th</sup>, Bill McDonald Parkway, I-5

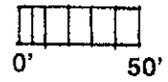
# EXHIBIT ' I

## Site Section Looking North from 34<sup>th</sup> Street to Samish Way (cross section)

- 2 to 4 stories on North 34<sup>th</sup> not south (where grade is more pronounced).
- No cottage housing on edges, density too low
- The only infill I could see in this residential area would be detached ADU's.
- Immediate area north of the west end of consolidation should be 2 stories maximum. It is 20 feet lower already than the top of 34<sup>th</sup> street further north
- Height limit on north 34<sup>th</sup> street to 2 stories at lower end near consolidation
- Maximum 2 stories on 34<sup>th</sup>! Different heights on 34<sup>th</sup> street frontage than on 35<sup>th</sup>
- Backside 2<sup>nd</sup> story parking in buildings on slope?
- Needs excellent architectural (buildings and landscape) to integrate with the rest of the Sehome Neighborhood
- Make sure adequate parking spaces
- Provide access to transit as a higher priority than parking
- Need variety, choices in density



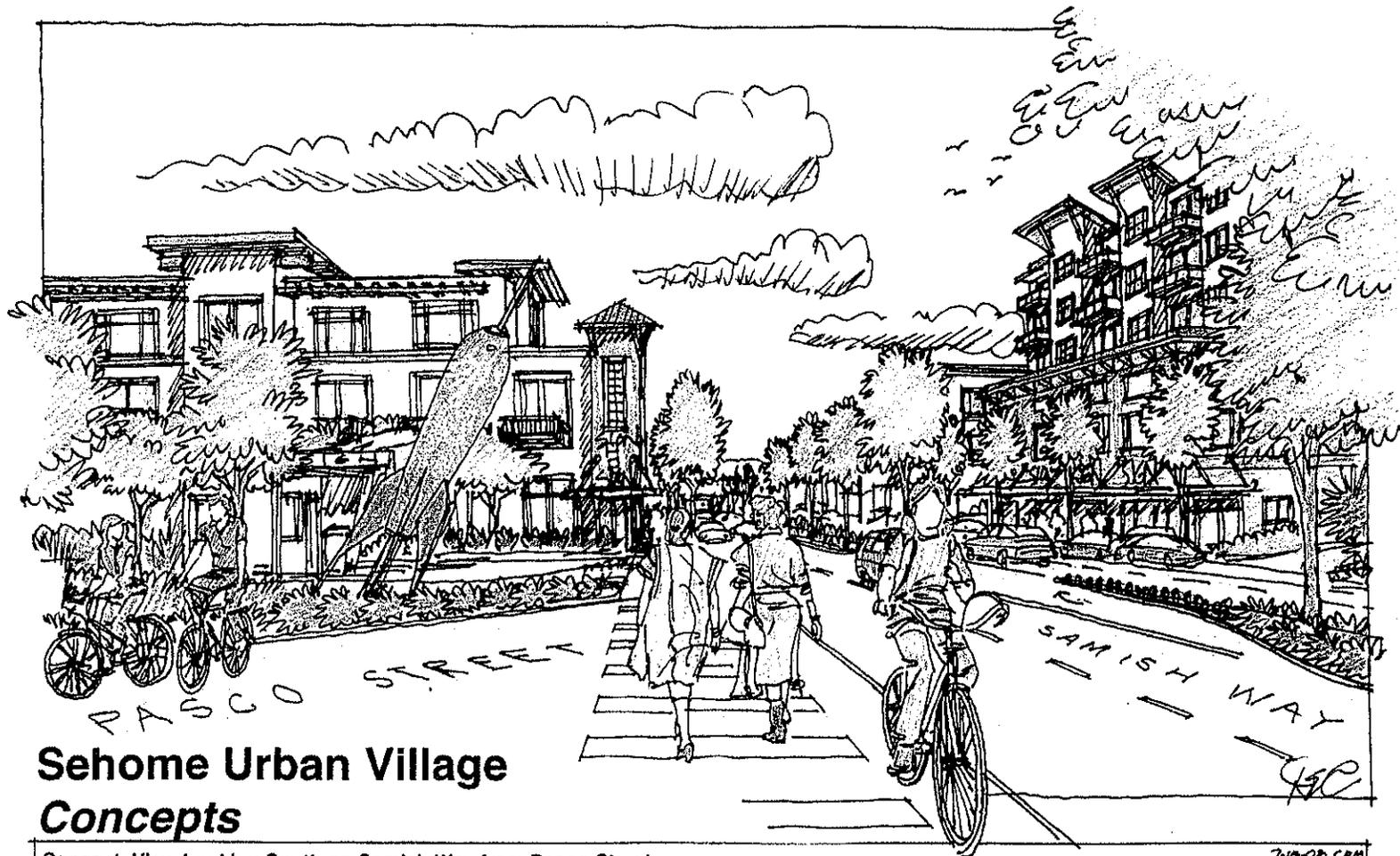
# Sehome Urban Village Concepts



# Pasco Samish concept - color

## Concept View Looking South on Samish Way from Pasco Street (artistic rendering)

- This is wonderful, but please only have 2 car lanes... more green, less cement.
- Triangle park at Pasco will attract people to spend time in the area.
- This is great! But don't really need 4 car lanes
- This looks great but what about parallel parking on street (Samish) and one lane of traffic each way?
- Yes, retain good history and character (pointing at rocket donuts)
- The "rocket" is not historical - the building is. Agree with 2 lanes only
- Concern with 4 lanes of traffic. Do we need this if we eliminate all the driveways?
- Try fewer auto lanes. More pocket areas for eating and relaxing
- I like only 2 car lanes and turn lane to keep traffic slower and for more connection between the 2 sides
- Lots of green space would add a great feeling of pedestrian friendly
- Would be nice to consider a different architectural style direction than every other new development (design standards)



## Sehome Urban Village Concepts

Concept View Looking South on Samish Way from Pasco Street

City of Bellingham, Washington

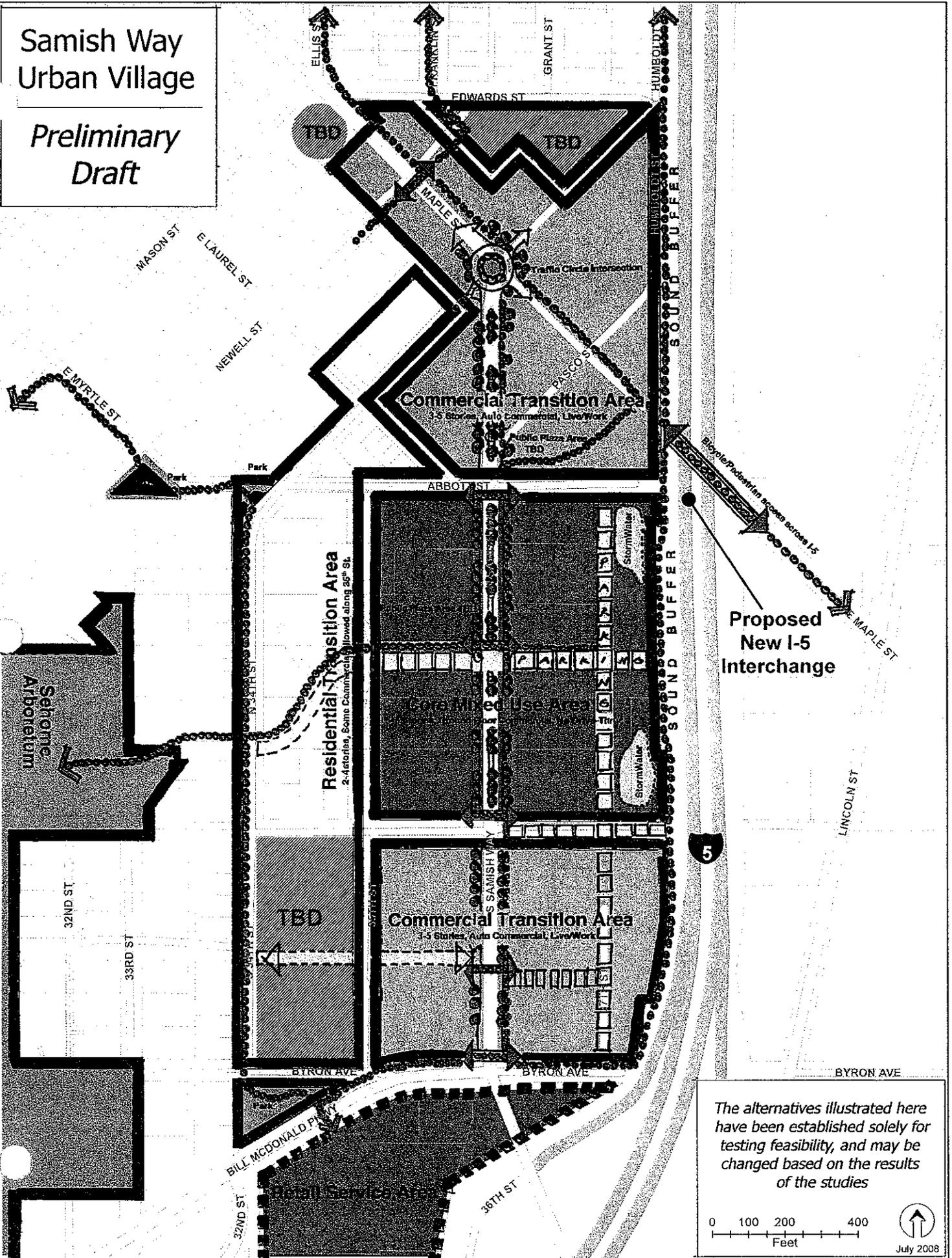
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**Samish Way Urban Village**  
*Preliminary Draft – Core and Transition Zones*

- Drop bike path down E Laurel to 35<sup>th</sup>
- Please consider cavern effect on single family homes on edge of boundary (on alley behind E Laurel)
- No business in (residential) transition zones – residential only
- The zone that abuts the street on the north side of consolidation between 34<sup>th</sup> and 35<sup>th</sup> streets is presently single family residential like the area to the south. It should be included with the TBD
- Both sides of 34<sup>th</sup> are single family in TBD – plus the next 2 lots to the north. Move the TBD line north?
- 35<sup>th</sup> and 37<sup>th</sup> bike lanes
- Right in and right out for access off 34<sup>th</sup>. Must be done in conjunction with reconfigure of Haggan's/Byron/35<sup>th</sup>
- Don't think access through to south 34<sup>th</sup> makes sense in TBD area making 35<sup>th</sup> a thru-way makes more sense for moving traffic. Do not want south 34<sup>th</sup> widened so there's potential of increased traffic; don't think bike lanes are necessary
- Haggan's access, 35<sup>th</sup> and Byron must be completely modified. Close Byron to cars when 35<sup>th</sup> is
- Not pleased with drive-thrus coming off Samish, would prefer behind the buildings
- No auto commercial in transition zone
- Restrict left turn movements on Samish; use current turn lanes as vegetative storm water
- No left turn lanes on Samish in core
- I see no reason to limit height on the south section (of the commercial transition area) at least on the east side. West side would be bother 35<sup>th</sup> street residents
- Artist studios and live/work lofts next to I-5 – high rise ok (at southern commercial transition zone)
- Can street material change between districts? Brick, pervious pavement, stone?
- Core is the right size and the right location
- Like traffic circle, like park development at Byron
- Make median a storm water collection feature
- Yes to bike/pedestrian access under/over highway at Maple St
- Regional storm water is the best way to go
- Bike/pedestrian only bridge on Samish
- Need bike/pedestrian access across I-5 that is separate from cars
- Traffic calming, Iowa speed limit good
- Roundabouts are great!
- I agree with the roundabout idea
- Roundabout will give a great visual terminus when coming from Bill McDonald if designed with that in mind
- (At Maple St.) Good location for new crosswalk
- Different road surface to help signal core area
- Higher density needed in core, more affordable housing too
- 3 stories maximum in residential transition area and only when directly adjacent to 35<sup>th</sup> street. All commercial will be for local only... very little parking
- Yes to pedestrian and vehicle grid through residential transition area

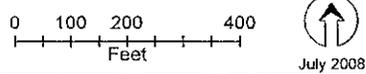
# Samish Way Urban Village

Preliminary Draft



Proposed New I-5 Interchange

The alternatives illustrated here have been established solely for testing feasibility, and may be changed based on the results of the studies

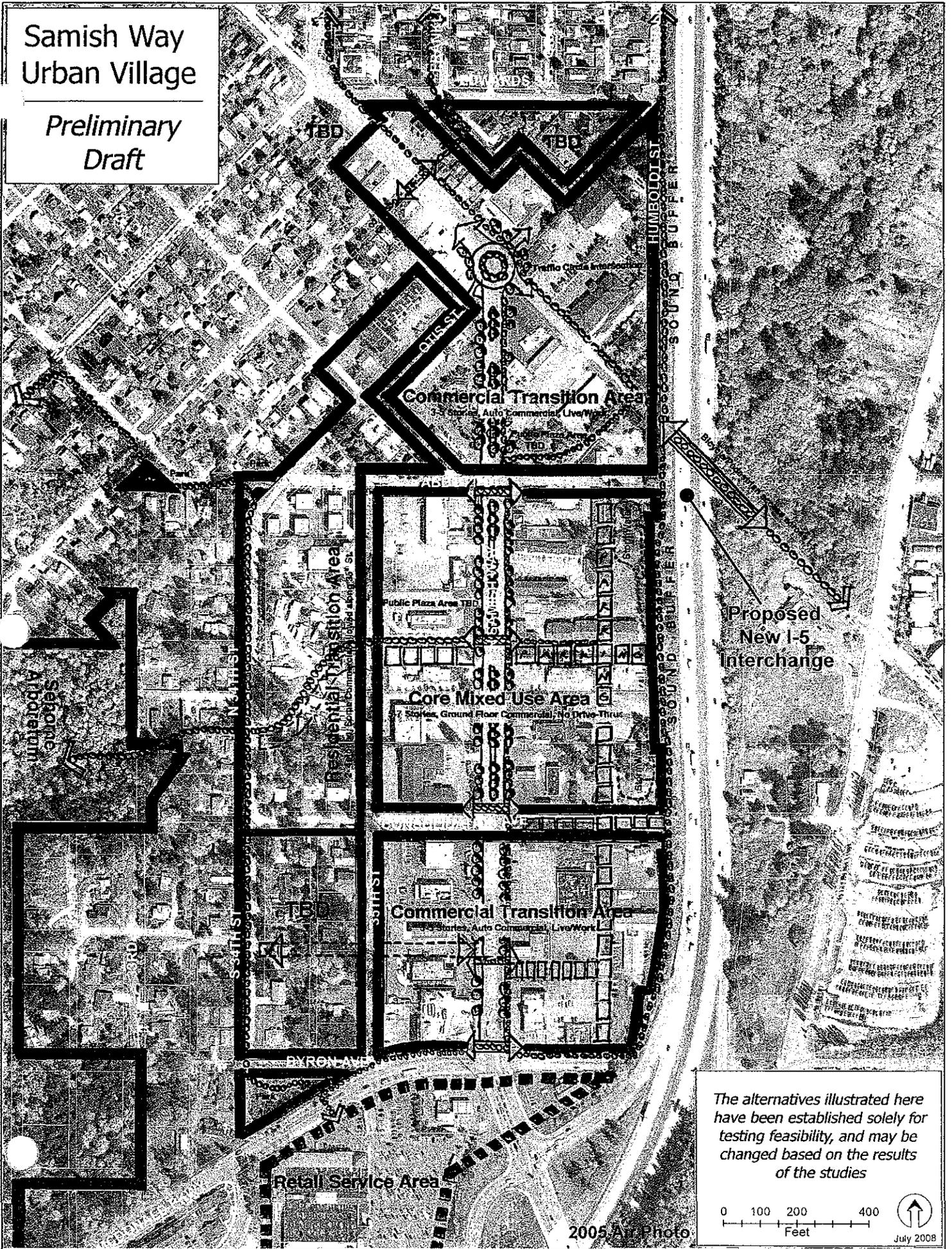


**Samish Way Urban Village**  
*Preliminary Draft – Aerial Photo*

- Traffic between WWU and I-5 needs a clearer route than this proposes
- Pedestrian bridge over I-5 for students to get to urban village and weekend parking for general public
- Lots of small public space – passive and active
- Higher priority given to allocating street space for bicycle commuting and crosswalks (34<sup>th</sup> or Samish)
- Need bike lanes (if Cornwall needs them then Samish definitely does)
- Area near the freeway good for artists' studios and garage bands and public space
- Trail good (along I-5), good to make a grid through the area
- Physical sound barrier along I-5 as in York Neighborhood, this would make the area more attractive to retail, residential
- Parking off street and storm water good
- Be sure to take care of drainage issue on 34<sup>th</sup> street
- Need a neighborhood pub in this area
- Trail connection good
- Move TBD line north a bit
- No to proposed new I-5 interchange (walkway ok)
- Love trail connection
- Park??? Is that public land (the 2 triangles)?? YES
- Roundabout wanted at Samish/Maple/Otis intersection
- Make sure that existing housing along edge don't end up in shadow of taller buildings
- Prefer a roundabout at Samish/Maple/Otis instead of a traffic light
- Good to slow traffic at Samish/Maple
- Have DOT responsible for noise mitigation along freeway
- Exit name: Gateway District

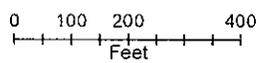
# Samish Way Urban Village

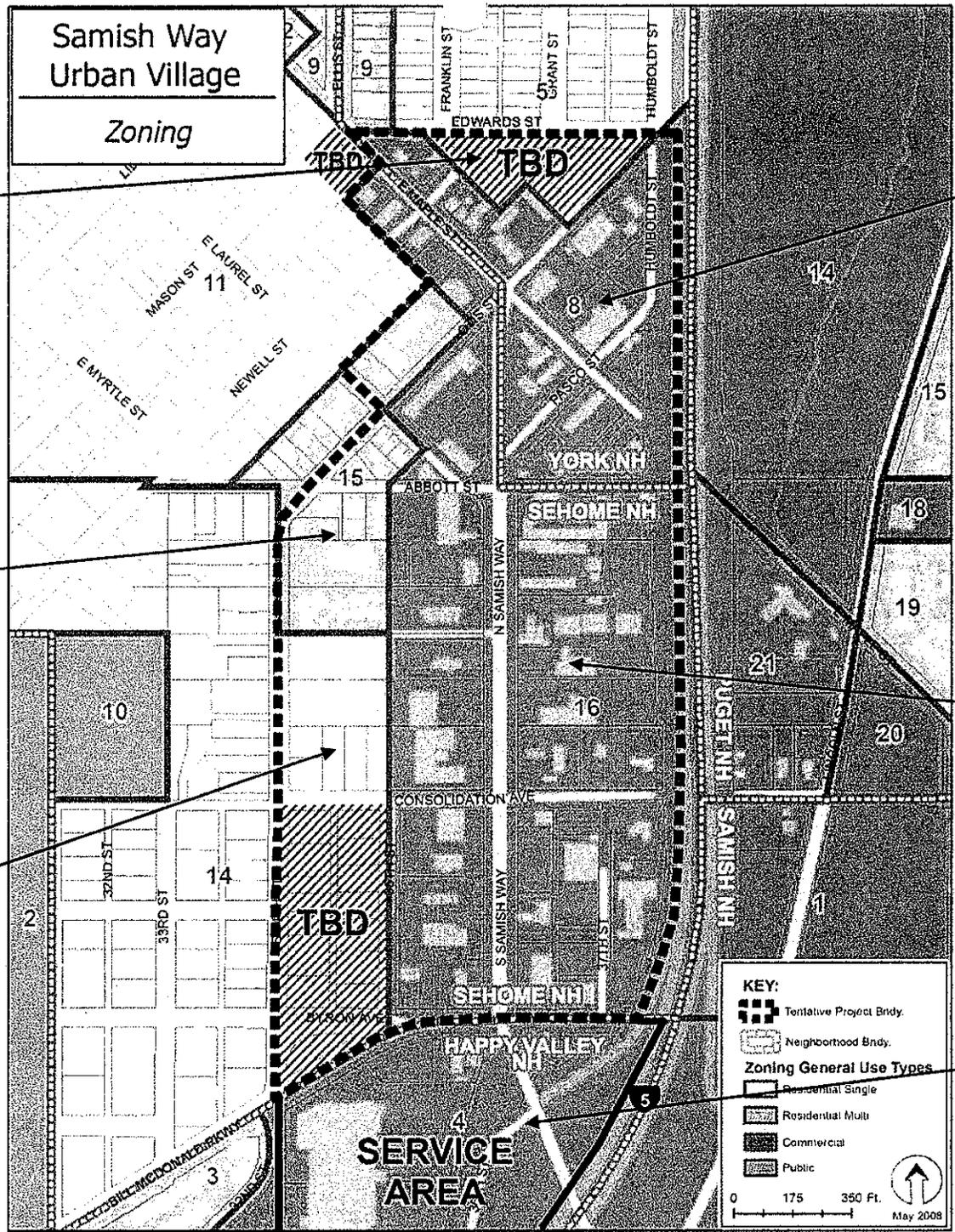
Preliminary Draft



Proposed New I-5 Interchange

The alternatives illustrated here have been established solely for testing feasibility, and may be changed based on the results of the studies





Samish Way  
Urban Village  
Zoning

**RS zone:**  
 •35' height limit  
 •3,000 sq. ft. lot size per house  
 •Historic special condition

**RM zone:**  
 •35' height limit  
 •2,000 sq. ft. per unit  
 •View special condition

**RS zone:**  
 •35' height limit  
 •10,000 sq. ft. lot size per house  
 •Clearing special condition

**Commercial zone:**  
 •3 story height limit  
 •15,000 sq. ft. maximum building size  
 •No residential allowed

**Commercial zone:**  
 •3 story height limit  
 •10,000 sq. ft. maximum building size  
 •No residential allowed

**Planned Commercial zone:**  
 •Multifamily allowed as mixed-use  
 •No height limit  
 •Specific design standards

**KEY:**

- Tentative Project Bdry.
- Neighborhood Bdry.

**Zoning General Use Types**

- Residential Single
- Residential Multi
- Commercial
- Public

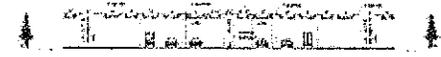
0 175 350 Ft. May 2008

## **Washington State Department of Transportation Proposed I-5 Interchange Relocation**

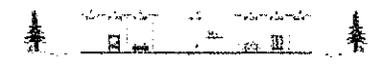
- Most ridiculous idea even to make a new interchange go here!!
- So those going to WWU from the south would get off at Abbott and then go back south to Bill McDonald?
- Make Maple an underpass/overpass, not a highway exchange.
- Get bikes and walkers to the east side of I-5 – but don't add an interchange onto Maple and Laurel.
- Would prefer angled, to follow Maple.
- Need underpass and more frontage road use.
- Poor proposed location for new interchange relative to goals of the entire redevelopment process.
- Connect I-5 southbound exit directly to Byron Street.
- This would funnel traffic through this proposed core to Bill McDonald Parkway as people try to get to Western. "Relocate Samish Way Interchange"
- Goofy!
- Make a pedestrian/bike only crossing to the east side of I-5.
- More ways to get across I-5 or under it would be a much cheaper alternative and better for the city.
- No Abbott/Laurel Street freeway exit – that is insane! Better to have overpass from over Samish Way stop up to McDonald Parkway.
- Keep existing exchange but just add new exchange to help traffic.
- Underpass at Samish.
- Bad idea. Half of traffic will turn south to get to Sehome Village – right through Urban Village.
- If they go with this Abbott Street interchange, then making the south section for drive thru doesn't make much sense.

# Samish Way to Iowa/Ohio Street

## Draft Master Plan



FUTURE



CURRENT

**Corridor-Wide Improvements**

- Managed lanes.
- Active traffic management.

**Lakeway Drive**

- Connect to collector distributor system.
- Single point urban interchange.

**Meador Avenue**

- Rebuild bridge over Meador Avenue and Whatcom Creek.

**Iowa Street to Sunset Drive**

- Weave lanes.



- Shoulder
- Managed Lane
- General Purpose Lane
- On-and-Off Ramp / Weave Lane
- Collector Distributor (CD) System
- Remove / Close Existing Structure

EXISTING 4 - LANE DIVIDED  
PROPOSED 4 - LANE DIVIDED  
WITH MANAGED LANES

EXISTING 4 - LANE DIVIDED  
PROPOSED 4 - LANE DIVIDED  
WITH MANAGED LANES & CD SYSTEM

**Samish Way**

- Relocate Samish Way Interchange (location and alignment to be determined as part of public process).

**Samish Way to Iowa Street**

- Collector distributor lanes.

**Iowa Street to Lakeway Drive**

- Maintain existing noisewall.

**Iowa Street**

- Single point urban interchange.

## **Bonus and Incentive Ideas**

*(Total Votes)*

- Affordable Housing (4)
- Below-Grade Parking (0)
- Green Building / Low Impact Development (3)
- Lake Whatcom Watershed Protection (0)
- Plaza / Public Open Space Dedication (7)
- Public Art (4)
- Recreational Amenities (0)
- Street Improvements (4)
- Water Feature / Public Fountain (4)
- Other: More Vegetation (4)
- Other: I-5 Noise Blocking (2)

## Project Name

- Samish Way Urban Village  
Samish Way Village. That's what is known. Not arboretum anything  
Samish Village District
- Maple Village  
Maple Commons
- Arbor District
- Old 99 District (2)  
I also like honoring the history of the road. Old 99 Village?  
Historic Old 99 District  
Historic 99 District  
Old Highway District  
Yes – 'Old 99' Something  
I like Highway 99 District  
...to tie in with the history
- (North) Samish Village
- Arboretum District (3)  
How about Historic Arboretum District?
- Foothills District
- Historic Highway Center
- Gateway District  
Exist Name and area – Gateway District  
'Gateway' too generic to other communities
- Perkins Village (original plat) (2)  
To tie in with the history
- Madrona Village  
Madrona may be confusing with Madrona entities in north part of the City
- Sehome Village  
Uh....we already have Sehome Village  
"North" Sehome Village

### Other ideas:

- The Gardens
- University Village

# Project Name

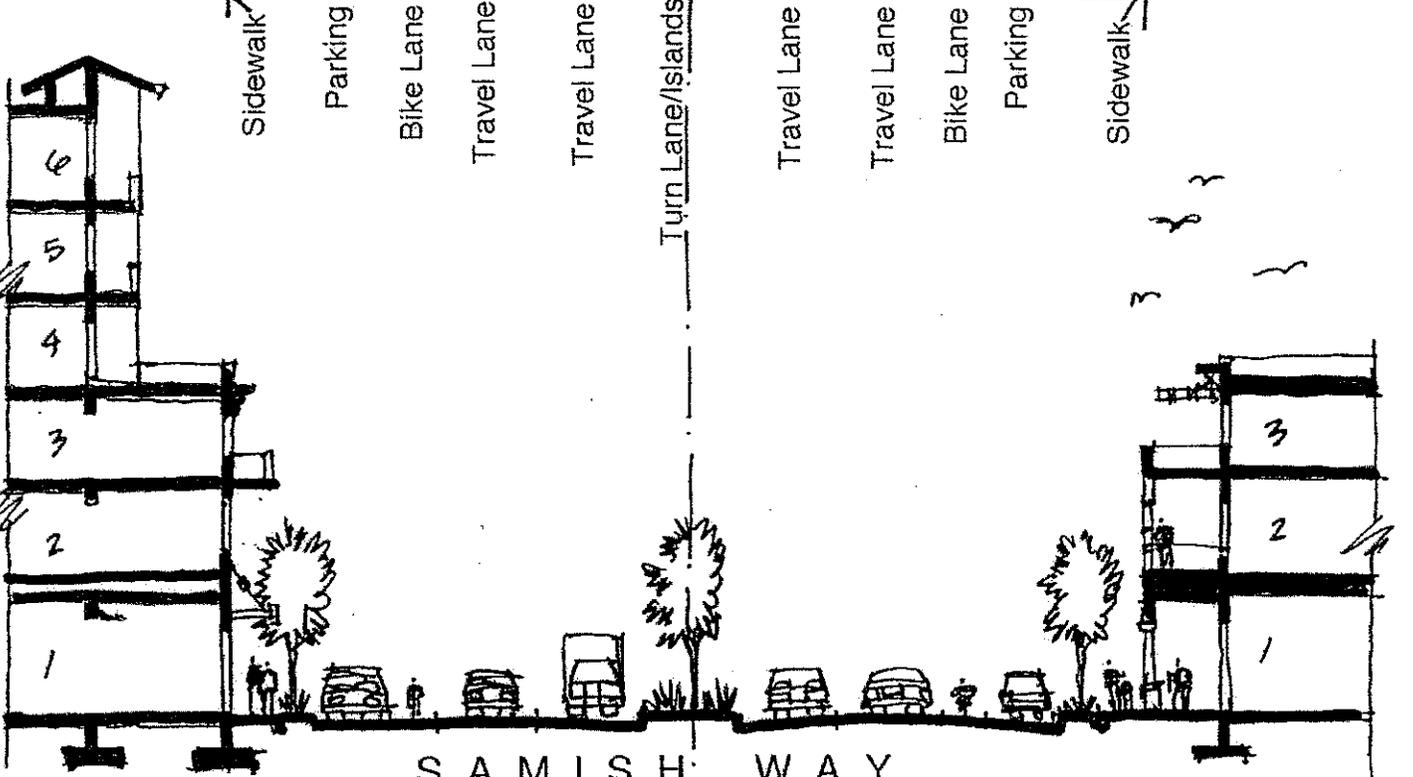
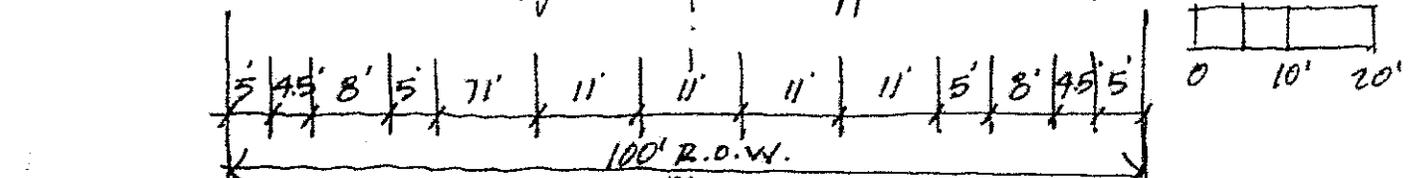
- Samish Way Urban Village (current)
- Maple Village
- Arbor District
- Old 99 District
- (North) Samish Village
- Arboretum District
- Foothills District
- Historic Highway Center
- Gateway District
- Perkins Village (original plat)
- Madrona Village
- Sehome Village
- Other ideas?

**Samish Way Street Cross Section – Example A**  
*Result of Public Comment*

*2 lanes in each direction, center turn lane with landscaping  
addition of bike lanes and onstreet parking*

- Rather see bike lanes than on street parking, parking oriented toward rear of buildings/businesses
- Too many lanes when parking included – not pedestrian friendly
- Covered arcade is good idea (could count as FAR bonus)
- Awfully wide, you'd need a lot of traffic signals to make crossing easier
- Very hard to be pedestrian/bike friendly with so many lanes
- Parking on the street should be metered and long-term is behind the buildings
- Not appropriate for pedestrian activity along the street – still too car oriented – people don't want to linger next to the cars
- Better to sit/linger next to parked car than traveling cars

Plan



CDM 7-10-08

Samish Way Standard Design; 5 Lane Alt. (Based on Public Comment)

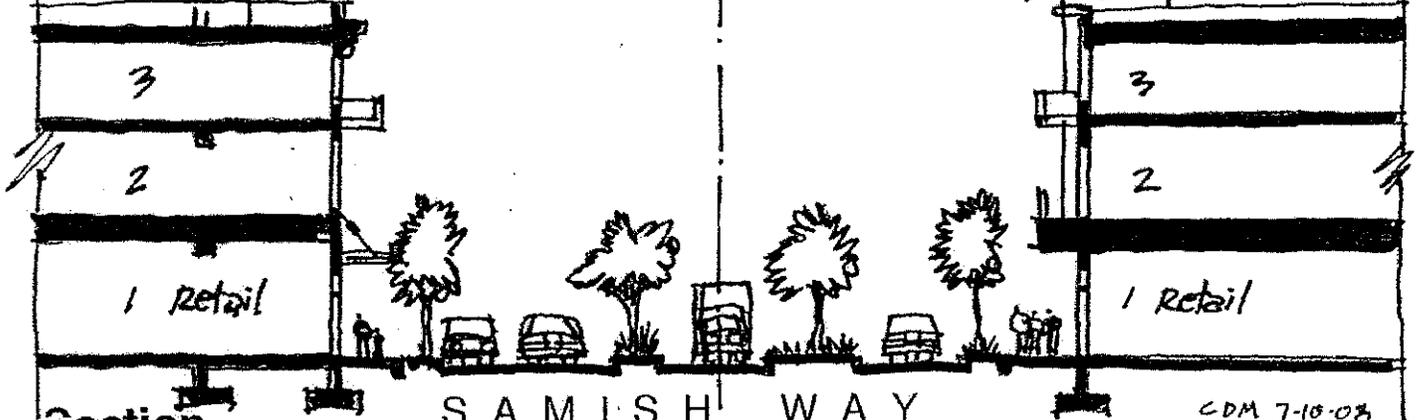
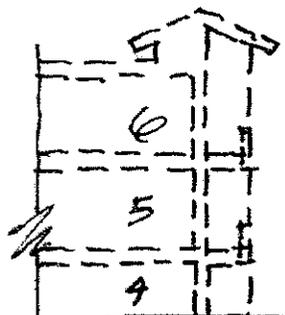
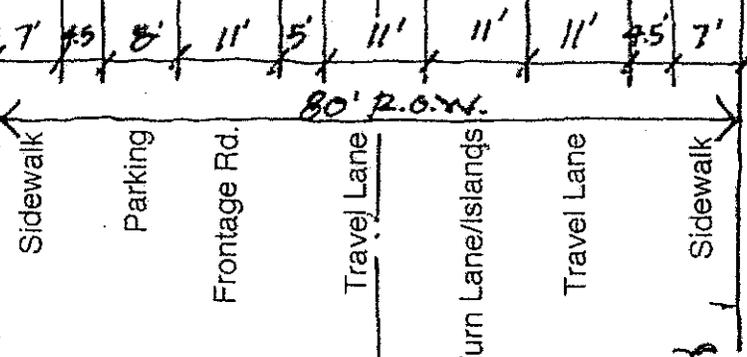
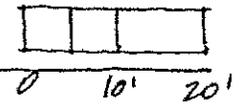
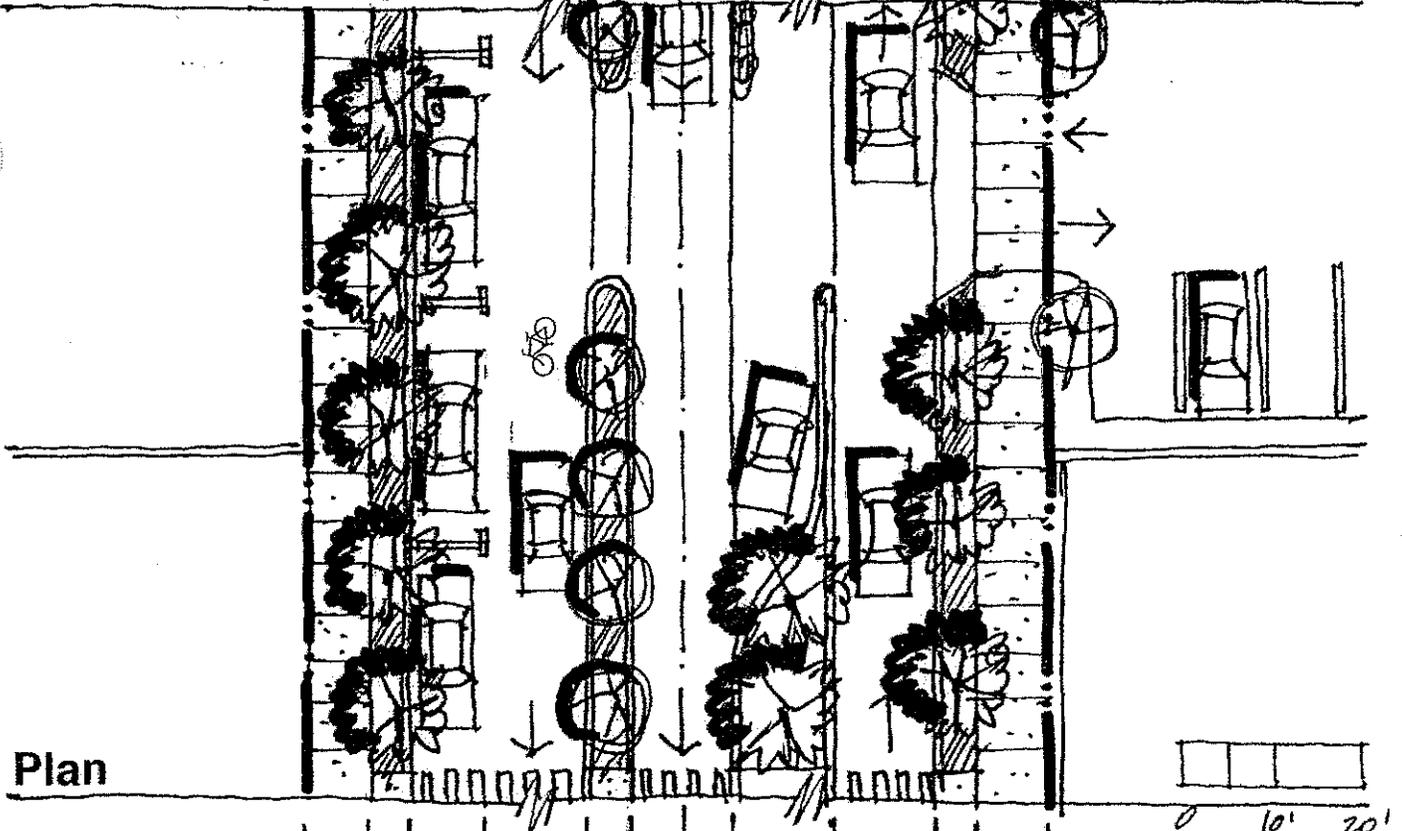
**Samish Way Street Cross Section – Example C**  
*Frontage Road Concept*

*One travel lane each direction, center turn lane with landscape median  
Local access road with angled parking on 1 side of the street*

- Very wide in total – too wide?
- What about use of one direction only roads – like Hoquiam or Aberdeen – then the two main roads make a loop (around center core, etc.)
- Make streets and crossings easy for elderly pedestrians (because I'll be one by the time this is done!)
- Limit leafs on trees, keep cars in town – more money
- Don't like devoting so much space for cars, unpleasant for pedestrians walking on sidewalks and trying to cross the street
- Not in favor of removing parking to allow only bike lanes
- Prefer C – more trees, fewer car lanes
- Can work but needs to have more pedestrian – friendly middle
- I like the idea of having a buffer zone – where bikes could traverse as well
- Frontage road should be behind buildings with parking
- Turn around at both ends – no left hand turns
- Possibility to deal with left turn issues, use a traffic circle right turn at traffic lights
- Frontage road idea has a problem in that for those coming from wrong direction will be in lines to make left turn
- Turn around at both ends – no left hand turns
- Make the sidewalks wide enough for tables and chairs as well as pedestrians
- Alternate to C – eliminate left turn lane, have both directions and bike lanes in center, angle parking and wide sidewalks on 2 frontage road
- Focus on bike lanes and reduced speed limits – traffic calming
- 100 foot right of way so you can have angled parking

Séhome Urban Village Concepts

Plan



CDM 7-10-08

Samish Way w/ Frontage Road; 2 lanes Each Way + Turn Lane

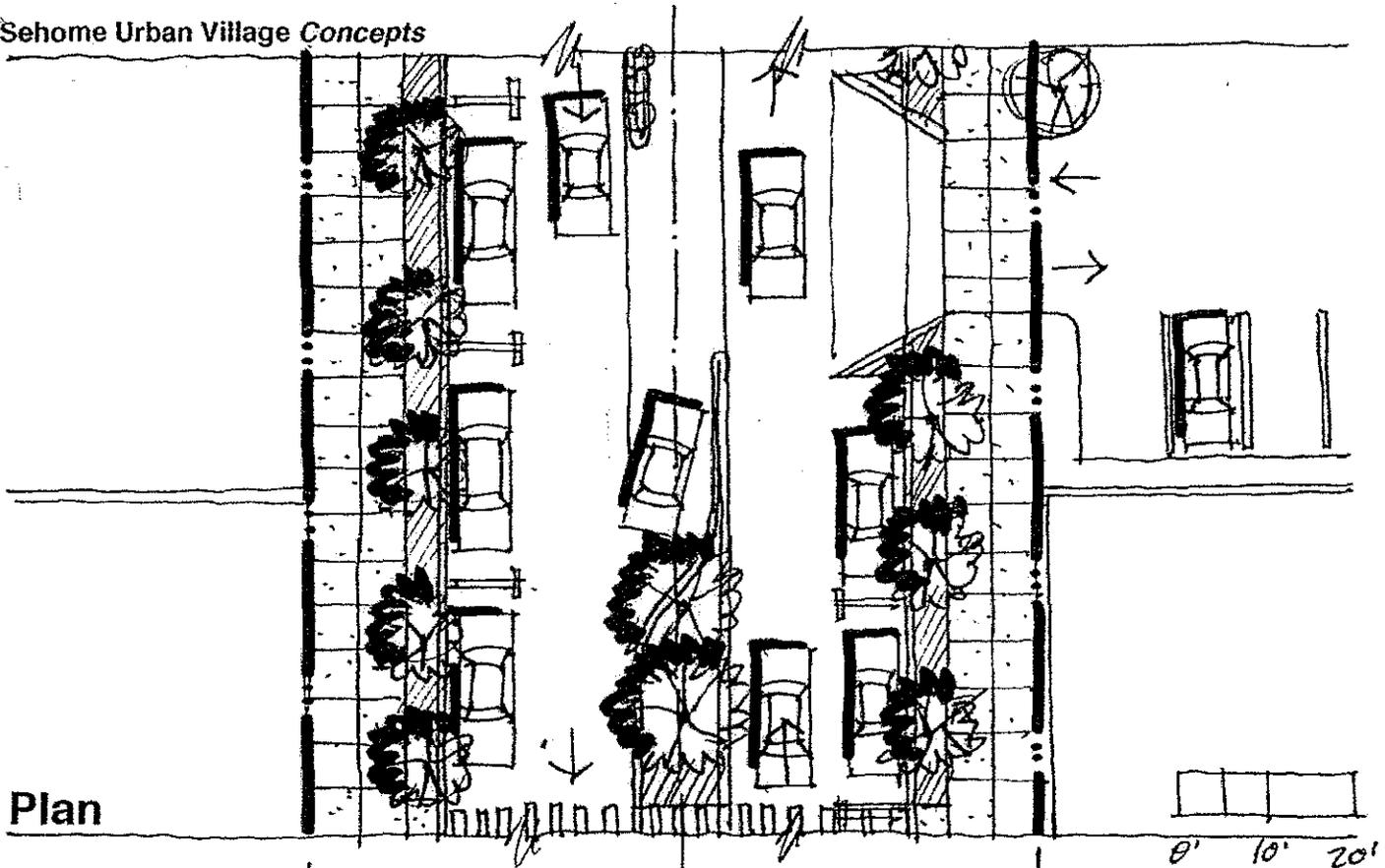
## Samish Way Street Cross Section – Example B

### *Standard Commercial Street*

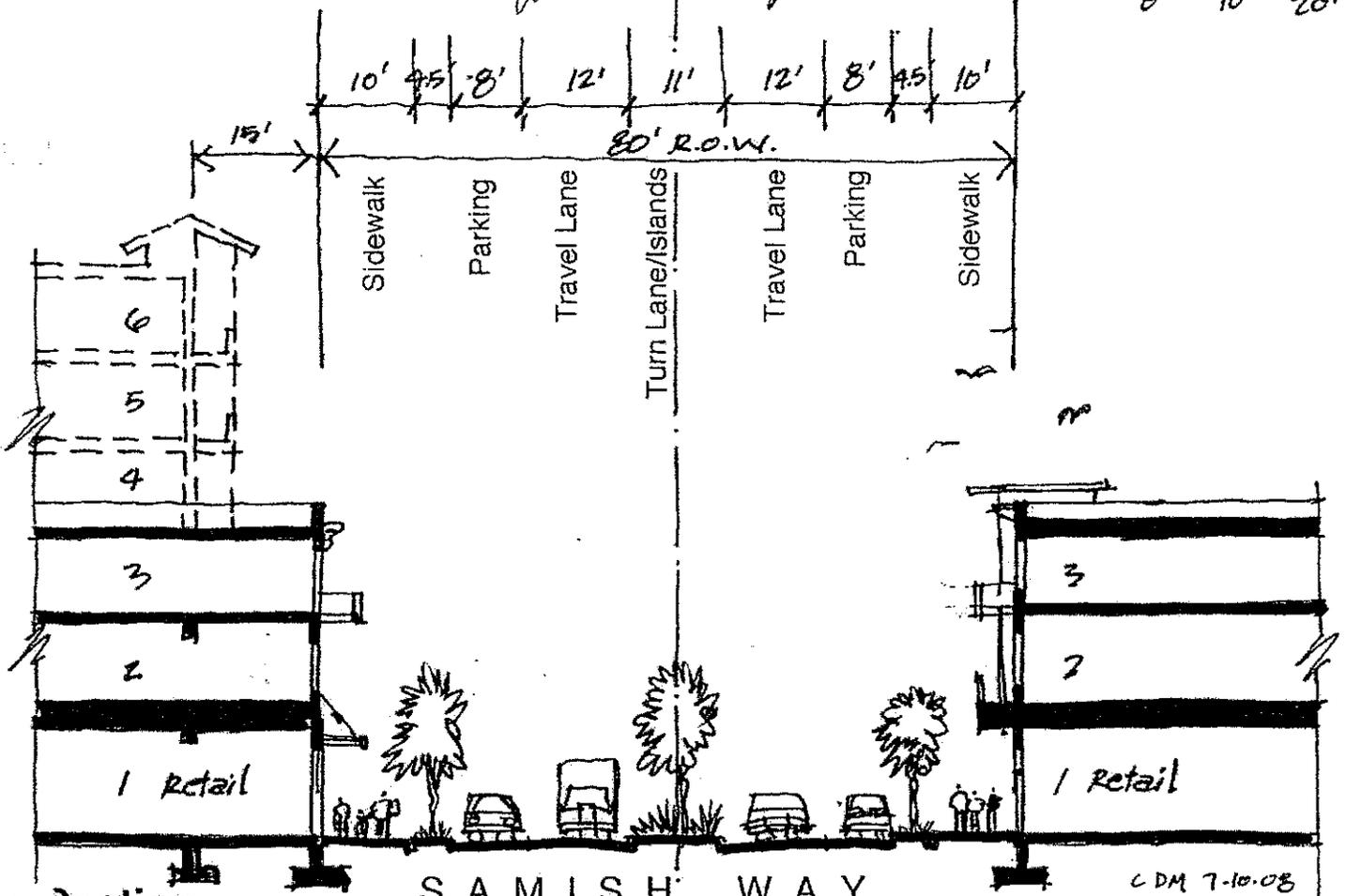
*1 drive lane each direction, center turn lane with landscape median,  
bike lanes, parallel parking*

- This is the best design of the three
- Good to have 10 feet sidewalks – 2 couples can pass each other
- Reduce speed to 25mph, keep street narrower for crossing and non-motorized use
- Good alternative, most friendly for elderly and slow street crossers, also more pleasant sidewalk ambiance
- Plan B is the best
- Better than A, reduce speed to 25mph
- Good design, multi-street style
- Best alternative proposed, needs pocket setbacks for park/relaxation spots
- Like the step-back of buildings, wide sidewalks are appealing
- Need 100 feet Right of Way so separate bike lanes are possible
- Like the wider sidewalks
- May need wider than 10 feet in the core, so we can have comfortable outdoor eating and drinking
- Like this, especially with strong way finding direction for bikes on alternative routes
- Like this one best, bold vision of a time when we won't need a pipeline for automobiles going downtown
- Of A through C options – like B the best, seems to provide best balance; within 100 feet Right of Way we could include bike lanes or café sidewalks

Sehome Urban Village Concepts



Plan



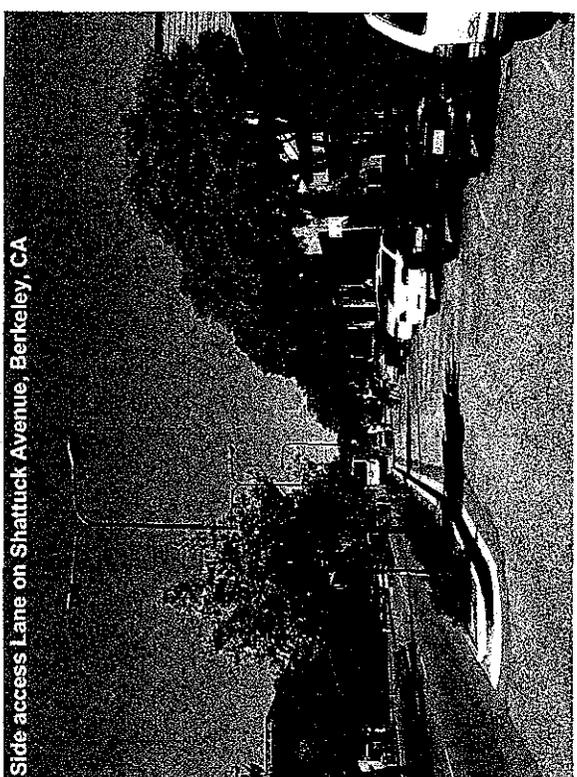
Section

Samish Way Commercial Core; 3 Lane Alt. w/ Periphery Bike Routes

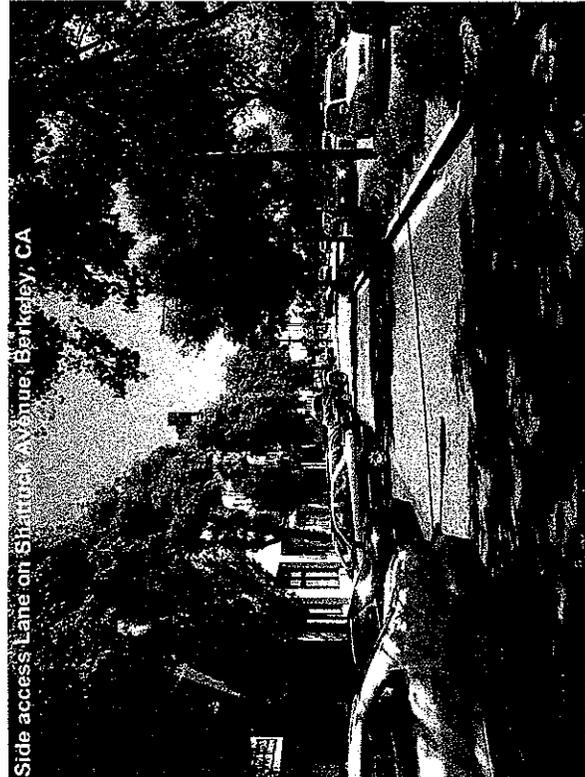
**Samish Way Redesign**  
**“Frontage Road” Concept**

- Yes, I like ‘Frontage Road.’
- Prefer pedestrian level street lights (another person agreed with this statement)
- Not elderly friendly
- Speed limit should be slower so traffic isn’t speeding by – think of pedestrians and parking
- This can be comfortable if the speeds aren’t too high on the center lanes – make sure that pedestrians can cross
- Nose-in parking is dangerous to bikes! Try back-in-angle parking
- Back-in-angle parking is dangerous to everyone else!
- Roadside parking of all types as desirable
- More emphasis should be placed on bike lanes for going from south Samish to downtown area
- Puerto Vallarta (Mexico) has frontage roads – for reference – with parallel parking or no parking
- Still an extremely wide Right of Way – too far between store fronts
- I think frontage roads should be along the freeway, out of sight behind parking garages
- Bike lanes should be a priority
- Generally like idea – really don’t think we need 5 lanes for traffic... use other two lanes as pedestrian/bike space/”café sidewalk”; push parking most to back of buildings
- People shouldn’t (don’t) expect to find street parking in urban village – street parking in rear more than acceptable
- No on Samish angle parking – old ladies can’t see to back out
- Too much car orientation
- High priority on bike lanes
- Frontage Street on one side seems bad – creates dead pedestrian zones on half
- This concept feels to me to disconnect the 2 sides, too much like now

# Frontage Road Concept

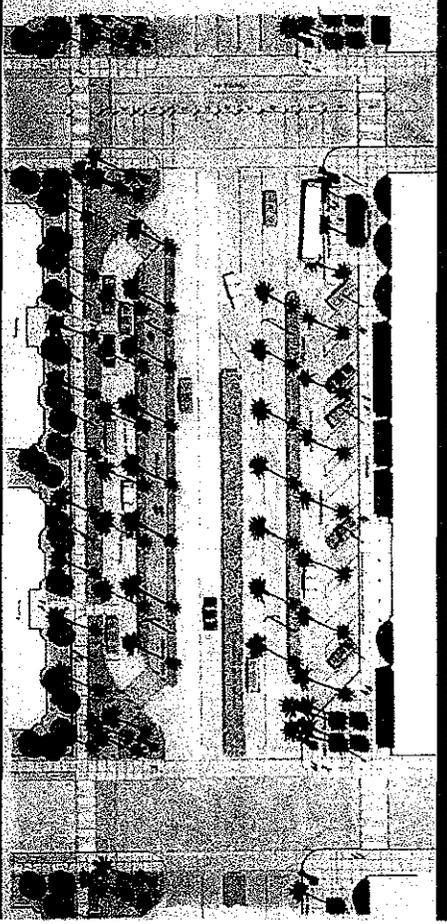


Side access Lane on Shattuck Avenue, Berkeley, CA



Side access Lane on Shattuck Avenue, Berkeley, CA

Planning and design concept for restructuring of Palm Canyon Drive as a multiway boulevard to support a downtown on one side of the street (below, with angled parking), housing and lodging on the other (above, with drop-off lane).



# Design Requirements - slide 3

## Possible Design Requirements

- Signage! No fluorescent plastic signs. Neon ok; lighted fluorescent ok
- How about encourage stepped back upper floors to bring in light? Like Robson Street in Vancouver
- Attractive design; pedestrian friendly
- I like this whole board! Yes to awnings in the northwest!
- Tall first story for retail – 15 feet. Helps to make 2<sup>nd</sup> story quieter, more removed from street noise/vision
- Wide, well-designed, inviting sidewalks (areas from street to storefronts)
- Awnings/overhangs are great idea to require by design – continuous ideally
- Weather cover for pedestrians at street level
- Ensure sidewalks aren't blocked by street use
- What about "pocket parks" or green space between buildings? In the middle of the block, not just plazas at the corners. Think Port Townsend.
- Parking behind building is good! Buffer to I-5 may not reduce noise further west up the hill
- Encourage sidewalk uses and activities
- Brownstones are best in transition areas
- Could a business use open space from FAR to have sidewalk tables set back from the sidewalk?
- Issue of higher topography on east side of Samish. Will new buildings be set into existing banks?
- Row houses and live/work lofts for artists are needed
- Signage should be discrete
- No bay windows please, we're not San Francisco.
- Would like to see a clearly defined and enforced set of design standards (architectural and building materials)
- Like idea of higher ground floor height – lots of windows and stone/wood
- (Several people liked the photo on the left hand side better than the one on the right.)

# Possible Design Requirements

- Ground floor commercial uses on primary commercial corridor(s)
- Grade separation for ground floor residential uses in other areas
- Windows at ground floor for pedestrian interest; no blank walls
- No drive-thru aisles between the street and the building
- Parking located in the rear of building when possible
- Encourage awnings and overhangs
- Buffer I-5

