

## 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

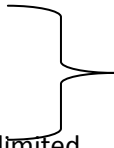
Topography prevents visibility

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