

**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 Haggen'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
- Haggen'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