

**Samish Way Urban Village  
Presentation of Draft Concepts  
February 26, 2009**

**PUBLIC COMMENTS POSTED ON BOARDS**

**BOARD 1 – CIRCULATION**

- I like Maple Street pedestrian underpass
- No to the new freeway exit to replace Samish and Lakeway exits. Bad idea.
- Locate circulation path (37<sup>th</sup> St. extension) closer to sewer easement (110 Samish)
- Adding signals to slow traffic great idea
- I like traffic lights on Samish at every corner. Really helps! (C. Dyer)
- Samish Way – No signals (save ¼ million + power and put to ROW where needed).  
Roundabouts – Abbott, Middle, BM Parkway
- Indicate public footpath (pointing at block bordered by Newell, Myrtle/Laurel)
- Otis at Abbott Street – there is an office building that doesn't fit the neighborhood and is now empty. I hope it can be demolished and made into a plaza.

**BOARD 2 – SAMISH WAY STREET DESIGN**

- Sharrow lanes work with the traffic lights (C. Dyer)
- Like the “sharrow” lane
- Love the median
- Consider 3-6 feet extra sidewalk dedication bonus on Samish
- Please no Chestnut trees – they make a mess.
- Need bulb-outs or vegetation to keep sidewalk “safe” from traffic
- Parking must be required for all development and enforcement.

**BOARD 3 – STREET DESIGNS**

- Minimize left-turns. Business access – Transit (BAT) Lanes (in the future)
- Get 37<sup>th</sup> Street. Would help with back route for parking! (C. Dyer)
- Do all the plants in landscaping have to be native species? Or just not invasive?
- Yes on the bulb-outs

**BOARD 4 – SPECIAL STREETS**

- What's the possibility of making 35<sup>th</sup> Street a woonerf? Bicycles and pedestrians would likely be main users.
- Abbott Street woonerf. Good idea. You'll need some sort of transition zone from Samish Way so that vehicle drivers know it's a woonerf and what's entailed/expected.
- Make use of bulb-outs for pedestrian safety at intersection
- Primary auto access to transition zone in trailer park should be off of 35<sup>th</sup> Street
- Love the Abbott woonerf. Maybe not the whole way to Samish Way.
- What about making 34<sup>th</sup> the dedicated bike route through the area – thereby taking any planning pressure off of Samish Way regarding bikes?
- Your proposed design for pedestrians on 34<sup>th</sup> is good for: ped safety; water management; aesthetics.
- Trail access to arboretum needed

- Make residential developments help pay through permit fees.
- Improve 34<sup>th</sup> and 32<sup>nd</sup> for ped/bike
- Take out stairs with improved trail, ramp
- Pedestrian crossing at 32<sup>nd</sup> and Parkway

### **BOARD 5 – PUBLIC SPACES**

- Excellent! Put incentives in the code (pointing to use of additional right-of-way)
- Public plaza is a smart idea, especially given that the Arboretum cannot accommodate most of the persons who will potentially live in the U.V. (some persons will not wish to negotiate topography and goo). What about pocket parks? Instead of one plaza?
- I can foresee that benches might provide college students a place to sit and drink. There's already a beer can problem in our neighborhood. Will there be a trash can along with a bench? My vote is no bench.
- Good! (C. Dyer)
- Making this bikeable can make a BIG difference. Go for it.
- Chestnuts. This is an orchard. The City Parks worked on this with us. Byron Orchard (pointing at r-o-w along Bill McDonald Parkway). This needs more visibility (homeless problems).
- Clear the understory to make open grove.

### **BOARD 6 – FAR AND HEIGHT**

- Minimum FAR? Required in Commercial Area. Minimum height? Required in Commercial area – no one story buildings! “Use it or lose it” air rights.
- I like the setbacks greater than 40-feet
- I would like a discussion of the type of lighting in the development that will replace the trailer court along 34<sup>th</sup>. It can be capped, right, so the light goes down where it's wanted, not up?

### **BOARD 7 – PERMITTED USES**

- Most U.V.'s are built on tabula rasa sites with complete pre-conceived designs all ready to go. Will a limited U.V. construction be sustainable and liveable if the complete design does not become a reality? Given that this particular U.V. will be constructed – probably – over a period of time (5-20 years), contingent on those properties being sold and developers buying into FAR's to make it worth their while, what will a bare bones U.V. infrastructure look like? Can we live with that?
- Allow live/work studios / artist lofts in N. Core area too
- Move and enhance bus stop on Bill McD near Samish
- Yes! Ped/bike access to / from Lincoln Street
- Based on behavior of drivers using the roundabout near WCC, a lot of people don't get it. They could be very dangerous for pedestrians.
- Like the roundabout – a good “entryway” symbol
- Improve pedestrian environment at Mason/Ellis/Maple (transition areas). Sidewalk is narrow and cars go fast into curve.

### **BOARD 8 – RESIDENTIAL TRANSITION ZONE**

- Reduce parking requirements
- How many units per sq. ft. will be allowed in RTZ?
- Core should be where build up is and feather to single residential at the transition edges
- Look at Kulshan LT clustered cottages on Harris for transition option
- There is a need for starter homes. Look at the Village Homes design as is done in Davis, California. These homes would have common spaces.
- Like toolkit in transition zone
- Allowing multifamily in forms listed. Reduce excessive rooming houses in SF areas.
- More view analysis for transition/RTZ areas
- Topography doesn't drop as much in the area south of Consolidation.

### **BOARD 9 – DESIGN REGULATIONS FOR COMMERCIAL AREAS**

- Actually, too much roofline articulation, looks busy, unsettled, showy. Less “subdued”
- FAR bonus for below ground parking beyond a minimum
- Yes, bring buildings up to sidewalk, along Samish Way
- Stepped façade is desirable on Samish Way to encourage pedestrians
- Many many doorways along pedestrian streets. Primary factor in friendliness
- Yes, make corners attractive – but not too showy
- Yes, setback after 3 (or 4) stories! Psychologically more open, more direct sun hours on street
- How about a graduated setback to encourage terracing, like seen in much of Vancouver, B.C. I don't think it's needed on Samish
- What possibility is there for noise reduction due to the I-5 corridor? What would noise experience be like at the top of a 6-story condominium? Who would buy a condo if next to a noisy interstate?
- Stepping back buildings, along with design review and high quality design standards. Even for Samish Way. No blockiness.

### **BOARD 10 – PARKING AND LANDSCAPING**

- Water features should be eco – recycle the water
- Think about edible landscape for birds. Some crab apples are suitable street trees ‘malus Schmidt cutleaf’ being one example
- Yes to more foliage, no to water features. More trees
- Disagree with reducing parking requirements – but apt. parking could be at back of lot or east of 37<sup>th</sup> St. (C. Dyer)
- The practical reality is that every bedroom requires 1 car and even if people are walking they still have to park that car. You'll have a big mess if you don't provide enough space. (Jean Hamilton)
- On-street parking is good!
- Parking – too much required? Is zoning code out of date? A suburban 70's ratio.
- Structured parking is better than covering so much with surface parking. But structured is so expensive it's hard to make homes more affordable.

## **PUBLIC COMMENTS HEARD DURING OPEN DISCUSSION/ Q&A:**

- Edible landscape and habitat for street trees – make sure it's not harmful to the Arboretum
- 25 foot height limit in RTZ is less than the existing SF height limit
- Sound issues for 6<sup>th</sup> floor adjacent to the freeway
- Yes to sculptures
- Make sure Abbott functions and isn't an appendage – might be odd and detract, potential for being uncomfortable
- Have we thought of minimum height/FAR limits to achieve this concept?
- Be careful with reduced parking. Don't push parking into the neighborhood. Explore the idea of an RPZ (residential parking zone).
- Translating design review regulations into building.
- Not brick buildings – some standard. How to create a sense of place.
- Certain kind of lighting on Abbott/35<sup>th</sup> to give it character.
- Build the character of the buildings off of what is established in the streetscape.
- Promote parking back behind the freeway.
- Incentivize residential/motel concept next to I-5.
- Don't block views
- Reduced parking = problem with students here – this pressure could trash the potential cuteness.
- Too much change – don't want to live in a City environment a la San Francisco.
- Fast + cheap = ghetto. Be careful with design standards.
- Create a sense of entrance and exit to and from the village.