

# West Arlington Form-Based Code/TDR Project Public Meeting Report



Monday, June 20, 2011

Stillaguamish Senior Center, Arlington

A public meeting/workshop regarding the West Arlington Form-Based Code (FBC) and Transfer of Development Rights (TDR) Project took place at the Stillaguamish Senior Center on Wednesday, June 8, 2011. Public notices were sent out prior to the meeting. Notices were also published in The Everett Herald, The Arlington Times and on the City's official website. Fliers were handed out a week and a half prior to local clubs and businesses.

The purpose of this public meeting was to inform the public about the next steps in the long-range planning for the West Arlington Sub Area, which includes the Smokey Point, West Bluff and Island Crossing neighborhoods, as well as gather feedback from the public on how they wish to see the area develop. In early 2011, the City hired the consulting team of MAKERS Architecture and Urban Design from Seattle to assist in facilitating the planning process, including the development of a new FBC and TDR program. This was the first meeting to discuss these efforts, which included a brief background of FBC and TDR and a summary of stakeholder interviews that were conducted by MAKERS.

The presentation format consisted of a Power Point presentation that focused on the concept of FBC and TDR, opportunities and challenges, preliminary FBC concepts by areas, and a presentation survey.

After the presentation, the attendees gathered in groups at several tables and conducted a visual preference survey in which participants scored a collection of 14 images including commercial, mixed-use and multifamily developments based on their desirability. Maps were used to identify where desirable building types/uses might be desirable. Other discussion items during the group session included desired roadway and/or trail connections, desired open space and public facilities, and desired streetscape improvements or environmental elements.

Approximately 25 citizens attended the meeting. Those in attendance consisted of community residents, business owners, political leaders and agency representatives.

The following attachments provide background information about FBC and TDR, as well as visual preference survey comments.



WEST ARLINGTON SUBAREA  
FORM-BASED CODE • TDR

June 8, 2011 Public Workshop

### Workshop Agenda

- 6:00 Welcome & Introductions
- 6:10 Project background
- 6:20 Presentation of Preliminary Concepts
- 6:50 Small group exercise
- 7:40 Group summaries
- 7:55 Next steps
- 8:00 Adjourn

### Project Background & Purpose

- Implement Subarea Plan
- Protect Stilly Valley



### Project Schedule

2011		2012			
MAR-APR	MAY-JUL	AUG-OCT	NOV-DEC	JAN-MAR	APR-JUN
1. Background/Objectives					
2. Craft FBC, TDR policies/concepts & conduct environmental review					
3. Refine/Finalize FBC & TDR provisions					

### WA Subarea Plan

Incorporate the principles of New Urbanism

- Walkability
- Connectivity
- Mixed uses
- Variety
- Quality design
- Traditional neighborhoods
- Compact design
- Sustainability
- Preservation
- Involvement



DRAFT  
December 15, 2010  
West Arlington Subarea Plan  
CITY OF ARLINGTON

### WA Subarea Plan

- Form-Based Code – as one of the key tools to implement the subarea plan

### What is a Form-Based Code?

- Greater emphasis over physical form of development over specific land uses
  - What the street looks like
  - What private development looks like from the street

### What is a Form-Based Code?

Figure 20: Rural to Urban Transect

- FBC organized around development intensity and form (over uses)

### What is a Form-Based Code?

- What it looks like from the street

### What is a Form-Based Code?

- What it looks like from the street

Property line  
Landscaped Street Standards

### What is a Form-Based Code?

- What it looks like from the street

YES  
Parking in back

### What is a Form-Based Code?

- Other elements to be addressed:



## Opportunities and Challenges

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19

**Opportunities**

- Foster development with policies and incentives
- Expand housing options in commercial cores
- Create neighborhood centers with mixed use retail and residential

**Challenges**

- Market conditions create short-term barriers (not enough development pressure after recession)
- Catalyst projects are needed to spur developer interest

## What is TDR? (Transfer of Development Rights)

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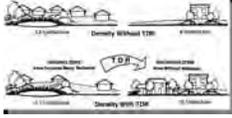
**What is TDR?**

- Allows property owners in agricultural or rural areas to forego development on their property in sending areas by selling development rights to developers in receiving areas.
- Developers use TDR to build more or something different than what would normally be allowed by base zoning in the receiving area.



**TDR in Arlington**

- Stilly Valley is sending area
- Receiving areas:
  - West Arlington
  - Brekhus-Beach
- First TDR program in Snohomish County



## Why does Arlington want to use TDR?

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21

- TDR Program ensures permanent protection of open space and agricultural resources for land owners that wish to participate.
- Farmers & landowners are compensated for severing their development rights. Participation is voluntary.
- Provide an incentive to developers to concentrate density in appropriate locations.

Existing



Conventional Development



Development using TDR



Snohomish County, Washington, Smart Growth Toolkit

## What are some preliminary TDR Opportunities?

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## Interviews: what we heard

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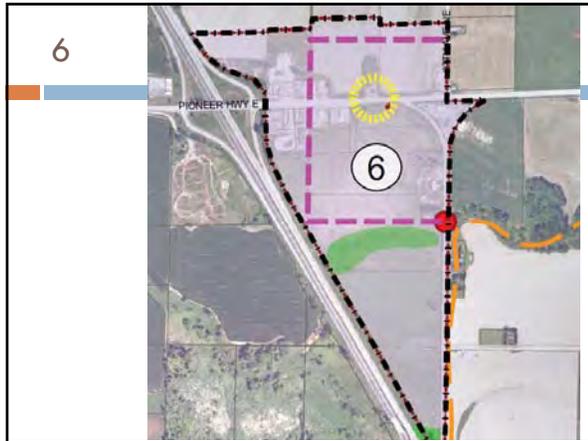
- Need to improve pedestrian environment
- Better roadway connectivity
- Saving the valley
- Character/identity

## Interviews: what we heard, cont.

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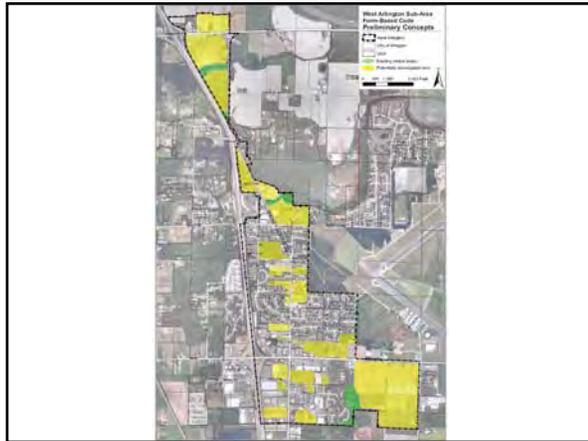
- Gathering spaces
- Public art
- Island Crossing uses/design
- Good landscaping
- Concern about too much intensity
- Opportunity for Town Center development
- Transit
- Trails





### How Will Code Impact Me?

- Involves new development
- Existing development grandfathered in



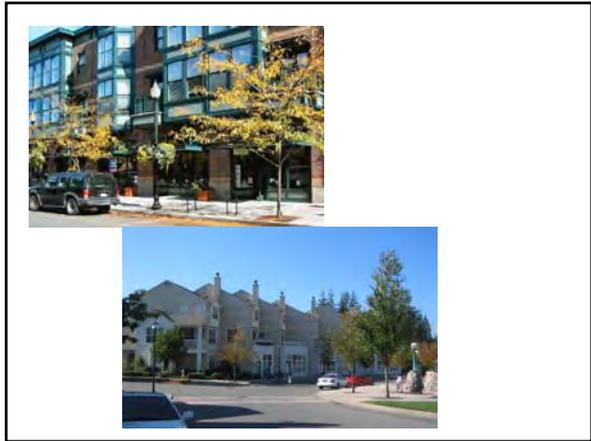
West Arlington Subarea Form-Based Code & TDR Project  
Workshop #1 Survey

MARRI will conduct a presentation that goes through the alternatives for the form-based code. The survey below is to be completed by the attendees at the presentation. Please fill out the survey as we go through the presentation - marking an "X" in the appropriate survey column. Please comment on the survey after the presentation. If you have any questions, please contact the survey team at the survey site. Thank you!

Presentation Item	Survey Item			Comments
	Yes	No	Other	
<b>AREA 1 (Smokey Point Neighborhood Center)</b>				
1. Encourage mixed-use infill along Smokey Point Blvd with a residential emphasis. Allow ground floor office and/or retail only if integrated with residential or adjacent to a park.				
2. Encourage medium-density residential development along Smokey Point Blvd.				
3. Encourage medium-density residential development along Smokey Point Blvd.				
4. Encourage medium-density residential development along Smokey Point Blvd.				
5. Encourage medium-density residential development along Smokey Point Blvd.				
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8. Encourage medium-density residential development along Smokey Point Blvd.				
9. Encourage medium-density residential development along Smokey Point Blvd.				
10. Encourage medium-density residential development along Smokey Point Blvd.				
11. Encourage medium-density residential development along Smokey Point Blvd.				
12. Encourage medium-density residential development along Smokey Point Blvd.				
13. Encourage medium-density residential development along Smokey Point Blvd.				
14. Encourage medium-density residential development along Smokey Point Blvd.				
15. Encourage medium-density residential development along Smokey Point Blvd.				
16. Encourage medium-density residential development along Smokey Point Blvd.				
17. Encourage medium-density residential development along Smokey Point Blvd.				
18. Encourage medium-density residential development along Smokey Point Blvd.				
19. Encourage medium-density residential development along Smokey Point Blvd.				
20. Encourage medium-density residential development along Smokey Point Blvd.				

### Area 1 (Smokey Point Neighborhood Center)

**1a. Encourage mixed-use infill along Smokey Point Blvd with a residential emphasis:** Allow ground floor office and/or retail only if integrated with residential or adjacent to a park.





### Area 1 (Smokey Point Neighborhood Center)

**1b. Emphasize pedestrian-friendly development frontages along Smokey Point Blvd.**

- Pedestrian entry visible from street
- Transparent windows facing street
- Parking to side or rear.

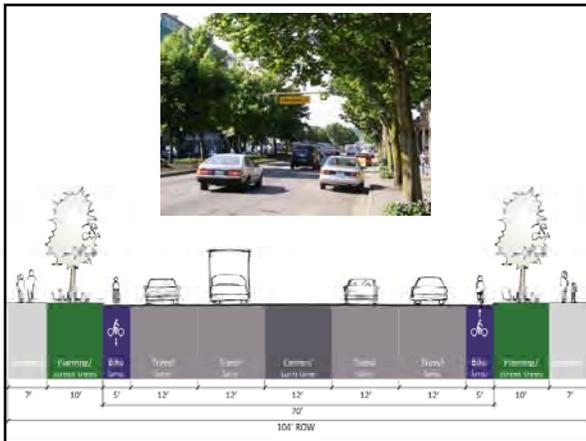
**YES** Parking in back  
**YES** Parking to the side  
**NO** Parking in front

### Area 1 (Smokey Point Neighborhood Center)

**1c. Upgrade Smokey Point Boulevard:** Plan for bicycle lanes, generous sidewalks, planting strips/street trees, and pedestrian-scaled lighting.

(i) Allow for some on-street parking pockets in key areas.

Three lanes vs. Five lanes?



(i) Allow for some on-street parking pockets in key areas.



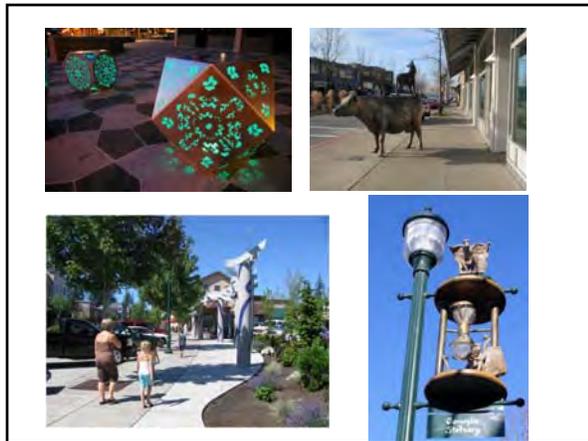
### Area 1 (Smokey Point Neighborhood Center)

**1d. Create a centralized neighborhood gathering space:** Seek public/ private partnership opportunities to develop a centralized park/plaza space and/or public facility that is integrated with development and functions as the subarea's focal point and primary gathering spot.



### Area 1 (Smokey Point Neighborhood Center)

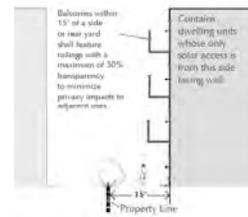
**1e. Emphasize public art:** Integrate public art into the design of future streetscape elements and encourage public art in design of private development frontages.



### Area 1 (Smokey Point Neighborhood Center)

**1f. Adopt standards to minimize privacy impacts on adjacent single family uses/zones:**

- Setbacks, landscaping, fencing, height step backs, service area location and design, etc.



### Area 2 (Smokey Point Commercial)

**2a. Improve connectivity:**

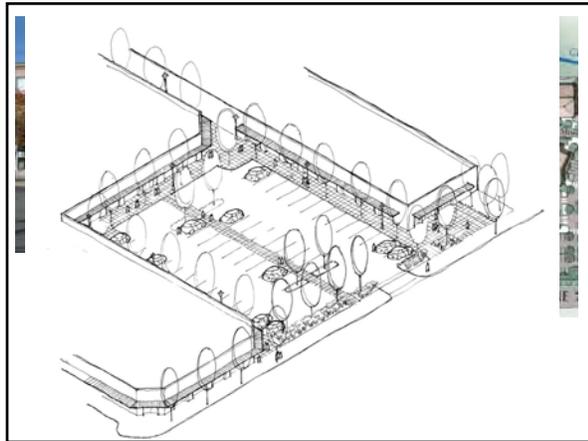
- Implement mapped connections in conjunction with new development
- Provide opportunity for future connections
- Provide a connected system of walkways.



### Area 2 (Smokey Point Commercial)

**2b. Enhance Smokey Point Blvd/172nd St private development frontages in conjunction with new development.**

- Pedestrian entry visible from street
- Transparent windows facing street
- No more than 50% of frontage parking
- Landscaping to enhance character and minimize impacts.

### Area 2 (Smokey Point Commercial)

**2c. Enhance Smokey Point Blvd streetscape:**

- Provide for wider sidewalks with redevelopment.
- Install street trees with redevelopment
- Consider small landscaped medians in strategic locations that do not restrict access to businesses.





### Area 2 (Smokey Point Commercial)

**2d. Allow single purpose multifamily – east of Smokey Point Blvd and away from street frontage.**




### Area 2 (Smokey Point Commercial)

2e. Provide for some pedestrian-oriented space in conjunction with commercial development.

### Area 2 (Smokey Point Commercial)

2f. Signage – emphasize monument style signs along streets over tall pole signs (for new signage). Perhaps continue to allow taller pole signs closer to the freeway for visibility.

### Area 3 (Smokey Point Southeast)

3a. Provide an integrated street grid in conjunction with development.

### Area 3 (Smokey Point Southeast)

**3b. Create an integrated trail network in conjunction with development.**

### Area 3 (Smokey Point Southeast)

**3c. Emphasize landscaping along 172nd St and pedestrian-friendly street frontages elsewhere.**

- Pedestrian entry visible from street
- Transparent windows facing street
- Garages & parking not dominant site features.

### Area 3 (Smokey Point Southeast)

**3d. Use Consideration for the Southeast:** Include some flexibility to allow residential if integrated with retail, office, business park use, plus:

- Integrate wetlands area as amenity
- Integrate parks and trails

### Area 4 (Smokey Point North)

**4a. Emphasize compatible residential infill development.** Allow for a combination of:

- 2-3 story townhouses, duplexes, and walkup apartments
- Compact single family, cottage housing & accessory dwelling units



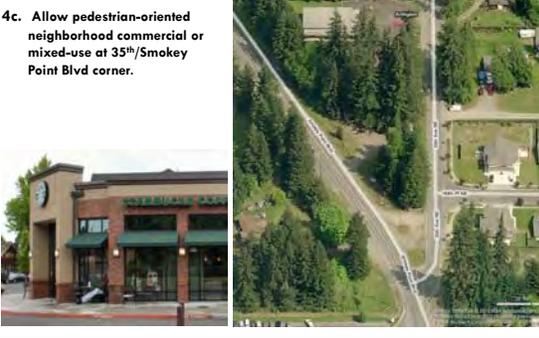
### Area 4 (Smokey Point North)

**4b. Emphasize pedestrian-friendly street frontages.**

- Pedestrian entry visible from street
- Transparent windows facing street
- Garages & parking not dominant site features.

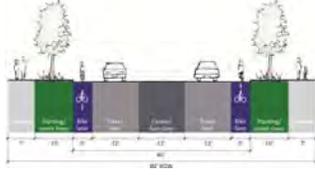
### Area 4 (Smokey Point North)

**4c. Allow pedestrian-oriented neighborhood commercial or mixed-use at 35<sup>th</sup>/Smokey Point Blvd corner.**




### Area 4 (Smokey Point North)

**4d. Upgrade Smokey Point Boulevard:** Plan for bicycle lanes, generous sidewalks, planting strips/street trees, and pedestrian-scaled lighting (only in key locations).




### Area 4 (Smokey Point North)

**4e. Adopt standards to minimize privacy impacts on adjacent single family uses/zones:**

- Serbacks, landscaping, fencing, height step backs, service area location and design, etc.




### Area 5 (West Bluff)

**5a. Emphasize landscaping (preservation of wooded character) as a major design theme with future development.**

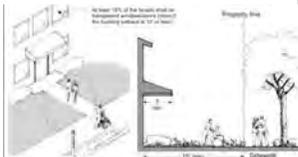
- Allow for limited tree trimming in strategic spots to maintain view corridors in conjunction with trail.



### Area 5 (West Bluff)

**5b. Enhance Smokey Point Blvd development frontages.**

- Pedestrian entry visible from street
- Transparent windows facing street
- Landscaping to enhance character and minimize impacts
- Flexibility on parking lot location




### Area 5 (West Bluff)

**5c. Upgrade Smokey Point Boulevard:** Plan for bicycle lanes, sidewalks, planting strips and street trees in conjunction with new development.




### Area 5 (West Bluff)

**5d. Provide some land use flexibility to allow for residential development:**

- Integrated with commercial uses, new ridge trail and tree preservation.




### Area 6 (Island Crossing)



### Area 6 (Island Crossing)

**6a. Emphasize landscaping as a major design theme with future development.**

- Provide for row of trees around perimeter intended to look and function like a wind-break
- Landscape design to emphasize northwest rural character
- Plan integrated with flood management efforts







### Area 6 (Island Crossing)

**6b. Emphasize good auto and pedestrian circulation**



### Area 6 (Island Crossing)

**6c. Signage – emphasize monument style signs along streets over tall pole signs (for new signage). Perhaps continue to allow taller pole signs closer to the freeway.**



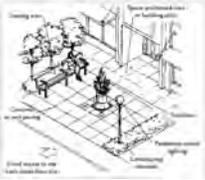

### Area 6 (Island Crossing)

**6d. Use mix consideration:**  
Provide flexibility to integrate some residential with commercial north of SR-530.




### All Areas

**7a. Open Space:** Require a small amount (3-5% min.) pedestrian open space in conjunction with new of all commercial/mixed-use development.



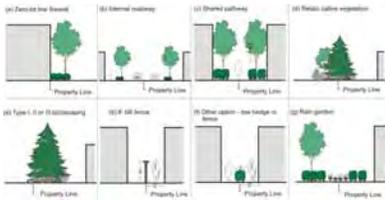

### All Areas

**7b. Landscaping:** Adopt standards that promote “Low Impact Development” techniques, emphasize native and drought-tolerant plant materials & provide for parking lot landscaping/ screening.




### All Areas

**7c. Side yard treatment:** Provide a number of appropriate side yard treatment options for all commercial and multifamily development to choose from.



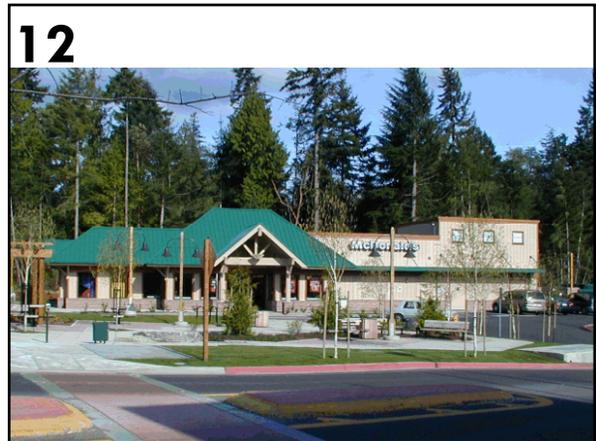
### All Areas

**7d. Usable private open space:** Require some usable open space for new multifamily development. Encourage a variety of spaces including common open space, private balconies, porches, and indoor space.




### Visual Preference Survey











Small Group Exercises

### Group Exercise Instructions

- Groups of 4-8 around table
- Facilitator
- Base maps
- Visual preference images
  - ▣ Commercial
  - ▣ Mixed-use/Multifamily



### Group Exercise Instructions

1. Facilitator asks for VPS scores
2. Why do you like or dislike examples?
3. Where are examples desirable?
4. Record other suggestions on map:
  - a) Roadway & trail connections
  - b) Open space or public facilities
  - c) Streetscape improvements or environmental enhancements
  - d) Desired use types and/or design features
  - e) Good or bad existing development examples



### And....

- Be polite
- Listen
- And have fun!

### Next Steps

## West Arlington Subarea Form Based Code & TDR Project

# Workshop #1 Survey - Results

Approximately 25 participants attended the June 8 public workshop. Participants were asked to fill out the survey below during a slide show presentation conducted by MAKERS. The results below are based on 11 completed surveys submitted at the end of the meeting.

*Note that shaded proposals below present TDR resource opportunities*

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>AREA 1 (Smokey Point Neighborhood Center)</b>				
<b>1a. Encourage mixed-use infill along Smokey Point Blvd with a residential emphasis:</b> Allow ground floor office and/or retail <b>only if</b> integrated with residential or adjacent to a park.	7	3	1	<ul style="list-style-type: none"> <li>Personally like the idea but these don't tend to rest well and end up as vacancies (NEUTRAL)</li> <li>Keep it open land park/with connection to airport trail (BAD)</li> <li>(Street) Noise for 2nd floor residential is a concern (NEUTRAL)</li> <li>Could be market driven*</li> </ul>
<b>1b. Emphasize pedestrian-friendly development frontages along Smokey Point Blvd.</b> <ul style="list-style-type: none"> <li>Pedestrian entry visible from street</li> <li>Transparent windows facing street</li> <li>Parking to side or rear.</li> </ul>	8	1	1	<ul style="list-style-type: none"> <li>SPB too busy (NEUTRAL)</li> <li>Don't break this option up between areas along SP Blvd (GREAT)</li> <li>Traffic will not support increase now so why bring this here (BAD)</li> <li>Like idea of courtyard frontage (GREAT)</li> </ul>
<b>1c. Upgrade Smokey Point Boulevard:</b> Plan for bicycle lanes, generous sidewalks, planting strips/street trees, and pedestrian-scaled lighting.	11			<ul style="list-style-type: none"> <li>How will you plan for sound protection 2 lane to 5 lane with neighborhoods in area (GREAT)</li> <li>Need trails that will connect to centennial &amp; airport trails (GREAT)</li> <li>No need for 5 lanes until waterfront is developed. 3 lanes would be a huge improvement. (GREAT)</li> <li>Look at Marysville's planting strips on Smokey Pt Blvd – <u>BAD</u> idea! Total weeds! (GREAT)</li> <li>Planting strips require city maintenance (GREAT)</li> <li><u>Not 5 lanes!</u> (GREAT)</li> <li>w/stip no medians. 5-lanes no good if there is residential.*</li> <li>No median – upkeep concerns*</li> </ul>
(i) Allow for some on-street parking pockets in key areas.	2	4	4	<ul style="list-style-type: none"> <li>No SP Blvd on street parking (BAD)</li> <li>Depends on street design (GREAT/NEUTRAL)</li> <li>Confuses tourists &amp; visitors (BAD)</li> <li>Only if streets are widened (GREAT)</li> <li>If this happens, like pockets in key spaces (GREAT)</li> <li>Confusing*</li> </ul>

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>1d. Create a centralized neighborhood gathering space:</b> Seek public/ private partnership opportunities to develop a centralized park/plaza space and/or public facility that is integrated with development and functions as the subarea's focal point and primary gathering spot.	6	4	1	<ul style="list-style-type: none"> <li>Residential areas short now which hurts voting base. Better to put this in commercial area. (NEUTRAL)</li> <li>You don't maintain what you have now! (NEUTRAL)</li> <li>Each zone need to have a small park for recreation, trees, and benches. (GREAT)</li> <li>Like Bellingham space (GREAT)</li> <li>Should be in commercial area*</li> </ul>
<b>1e. Emphasize public art:</b> Integrate public art into the design of future streetscape elements and encourage public art in design of private development frontages.	5	4	2	<ul style="list-style-type: none"> <li>Not huge pieces. Good sample size – Everett Children's Museum sidewalk. (GREAT)</li> <li>Too much junk art around already. (BAD)</li> <li>My money no way! (BAD)</li> </ul>
<b>1f. Adopt standards to minimize privacy impacts on adjacent single family uses/zones:</b> <ul style="list-style-type: none"> <li>Setbacks, landscaping, fencing, height step backs, service area location and design, etc.</li> </ul>	7	1		<ul style="list-style-type: none"> <li>Sand barriers must along SP Blvd (BLANK)</li> <li>Want residents to feel safe (GREAT)</li> <li>But you want to have 3 lanes on Smokey Point (GREAT)</li> <li>Very good (GREAT)</li> <li>Cost consideration*</li> </ul>
For architectural character, scale, and details, refer to visual preference survey with group exercise				
<b>AREA 2 (Smokey Point Commercial Area)</b>				
<b>2a. Improve connectivity:</b> <ul style="list-style-type: none"> <li>Implement mapped connections in conjunction with new development</li> <li>Provide opportunity for future connections</li> <li>Provide a connected system of walkways.</li> </ul>	9	1		<ul style="list-style-type: none"> <li>Economic development depends on this (GREAT)</li> <li>But you already are <u>out</u> of highway frontage for the traffic you have (GREAT)</li> <li>Make overhead bridges for pedestrians (BLANK)</li> <li>Important (GREAT)</li> <li>If not done, no development*</li> </ul>
<b>2b. Enhance Smokey Point Blvd/172nd St private development frontages in conjunction with new development.</b> <ul style="list-style-type: none"> <li>Pedestrian entry visible from street</li> <li>Transparent windows facing street</li> <li>No more than 50% of frontage parking</li> <li>Landscaping to enhance character and minimize impacts.</li> </ul>	5	5	1	<ul style="list-style-type: none"> <li>No parking on Blvd! Too dangerous (NEUTRAL)</li> <li>Need to maintain landscape area and not let it get overgrown (NEUTRAL)</li> <li>Good ideas if they aren't too costly. (NEUTRAL)</li> <li>Look above (BAD)</li> <li>Could lessen parking more than 50% (GREAT)</li> <li>Cost*</li> </ul>

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>2c. Enhance Smokey Point Blvd streetscape:</b>				
(i) Provide for wider sidewalks with redevelopment.	8	1	1	<ul style="list-style-type: none"> <li>• Only on store frontages (GREAT)</li> <li>• Sidewalks are wide enough now (BAD)</li> <li>• If redeveloped commercial or mixed use front road more frequently (GREAT)</li> <li>• w/new development; if 35 mph S/W okay; if 50 mph no*</li> </ul>
(ii) Install street trees with redevelopment	7		3	<ul style="list-style-type: none"> <li>• Impede traffic safety (BAD)</li> <li>• Make them functional not art (GREAT)</li> <li>• Yes, w/good maintenance (GREAT)</li> </ul>
(iii) Consider small landscaped medians in strategic locations that do not restrict access to businesses.	6		4	<ul style="list-style-type: none"> <li>• Upkeep \$? (BAD)</li> <li>• Break in median for crossing (GREAT)</li> <li>• Only in slower speed areas – 35mph&gt; (GREAT)</li> <li>• Always end up neglected and weedy (BAD)</li> <li>• Maintenance = money (BAD)</li> <li>• Yes, w/good maintenance (GREAT)</li> <li>• Medians not preferred; if median, provide break in median*</li> </ul>
<b>2d. Allow single purpose multifamily – east of Smokey Point Blvd and away from street frontage.</b>	5	3	2	<ul style="list-style-type: none"> <li>• Only if city commits to their upkeep (NEUTRAL)</li> <li>• Good idea (GREAT)</li> <li>• Depends on specific location (NEUTRAL)</li> <li>• The crime wave and Snohomish County sex offenders already occupy this (BAD)</li> <li>• w/good design and not fronting main road (GREAT)</li> <li>• Elderly would like it*</li> </ul>
<b>2e. Provide for some pedestrian-oriented space in conjunction with commercial development.</b>	10			<ul style="list-style-type: none"> <li>• Don't leave this out. Otherwise people will have no place to rest while shopping and will leave sooner. (GREAT)</li> <li>• Yes! Nice cozy spaces (GREAT)</li> </ul>
<b>2f. Signage – emphasize monument style signs along streets over tall pole signs (for new signage). Perhaps continue to allow taller pole signs closer to the freeway for visibility.</b>	7	1	2	<ul style="list-style-type: none"> <li>• They look much nicer than the pole kind (GREAT)</li> <li>• Monument signs should include all businesses w/in the shopping center. (GREAT)</li> <li>• Need sign control badly and need higher signs for freeway visibility (GREAT)</li> <li>• Restrict to very minimum (BAD)</li> <li>• Make signs even for all businesses (BLANK)</li> <li>• Don't like pole signs (NEUTRAL)</li> <li>• Monument signs are the way to go*</li> <li>• Get rid of junk signs/banners*</li> </ul>
<b>AREA 3 (Smokey Point Southeast)</b>				
<b>3a. Provide an integrated street grid in conjunction with development.</b>	10			<ul style="list-style-type: none"> <li>• Important (GREAT)</li> </ul>
• See concept map				

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>3b. Create an integrated trail network</b> in conjunction with development. <ul style="list-style-type: none"> <li>See concept map for example</li> </ul>	8	1	2	<ul style="list-style-type: none"> <li>Great idea! (GREAT)</li> <li>We are trying to pull in shoppers, not bikers in this area. (BAD)</li> <li>Adds to crime (BAD)</li> <li>Crime*</li> <li>Shoppers are not on bikes*</li> </ul>
<b>3c. Emphasize landscaping along 172<sup>nd</sup> St and pedestrian-friendly street frontages elsewhere.</b> <ul style="list-style-type: none"> <li>Pedestrian entry visible from street</li> <li>Transparent windows facing street</li> <li>Garages &amp; parking not dominant site features.</li> </ul>	7		3	<ul style="list-style-type: none"> <li>Speed limit too fast, wouldn't be useful (BAD)</li> <li>You need every bit of rite-away to build <u>road</u> (BAD)</li> <li>Help promote walkability (GREAT)</li> </ul>
<b>3d. Use Consideration for the Southeast:</b> Include some flexibility to allow residential if integrated with retail, office, business park uses plus: <ul style="list-style-type: none"> <li>Integrate wetlands area as amenity</li> <li>Integrate parks and trails</li> </ul>	8	1	1	<ul style="list-style-type: none"> <li>Would need a professional strategy to decide if this would be appealing to retailers (NEUTRAL)</li> <li>Not supportable now (BAD)</li> </ul>
<b>AREA 4 (Smokey Point North)</b>				
<b>4a. Emphasize compatible residential infill development.</b> Allow for a combination of: <ul style="list-style-type: none"> <li>2-3 story townhouses, duplexes, and walkup apartments</li> <li>Compact single family, cottage housing &amp; accessory dwelling units</li> </ul>	6	2	2	<ul style="list-style-type: none"> <li>No 3-story apartments (BAD)</li> <li>With design guidelines (GREAT)</li> <li>Along the blvd fine but not away from Smokey Point (BAD)</li> <li>Make sure some breathable open space remains in the big plan (BLANK)</li> <li>Great*</li> <li>Design guidelines smaller scale*</li> </ul>
<b>4b. Emphasize pedestrian-friendly street frontages.</b> <ul style="list-style-type: none"> <li>Pedestrian entry visible from street</li> <li>Transparent windows facing street</li> <li>Garages &amp; parking not dominant site features.</li> </ul>	8	1	1	<ul style="list-style-type: none"> <li>No but I do support blvd development (BAD)</li> <li>Walkability, improve appearance (GREAT)</li> </ul>
<b>4c. Allow pedestrian-oriented neighborhood commercial or mixed-use at 35<sup>th</sup>/Smokey Point Blvd corner.</b>	5	2	2	<ul style="list-style-type: none"> <li>Too close to senior center and foot traffic to increase in &amp; out traffic (BAD)</li> <li>Excellent idea! (GREAT)</li> <li>Was formerly commercial (GREAT)</li> <li>Too dangerous now (BAD)</li> <li>This could look good w/good design and safety measures taken (GREAT)</li> </ul>

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>4d. Upgrade Smokey Point Boulevard:</b> Plan for bicycle lanes, generous sidewalks, planting strips/street trees, and pedestrian-scaled lighting (only in key locations).	9		1	<ul style="list-style-type: none"> <li>Add trail component (GREAT)</li> <li>Too expensive, both to build and to maintain (BAD)</li> <li>No planting strips (GREAT)</li> <li>Not fan of 5 lanes (GREAT)</li> <li>Too \$*</li> </ul>
<b>4e. Adopt standards to minimize privacy impacts on adjacent single family uses/zones:</b> <ul style="list-style-type: none"> <li>Setbacks, landscaping, fencing, height step backs, service area location and design, etc.</li> </ul>	9	1		<ul style="list-style-type: none"> <li>Depends on cost (NEUTRAL)</li> <li>But you are doing it without sound/traffic areas (GREAT)</li> <li>Important (GREAT)</li> <li>More options*</li> </ul>
<b>AREA 5 (West Bluff)</b>				
<b>5a. Emphasize landscaping (preservation of wooded character)</b> as a major design theme with future development. <ul style="list-style-type: none"> <li>Allow for limited tree trimming in strategic spots to maintain view corridors in conjunction with trail.</li> </ul>	6	1	1	<ul style="list-style-type: none"> <li>Keep up maintenance of landscapes (GREAT)</li> <li>As long as the flow matches from N-S. Also allowing for future retail growth if needed. (NEUTRAL)</li> <li>Bad idea – already I-5 oriented. Tree-trimming should <u>always</u> be allowed. (BAD)</li> <li>Money? (GREAT)</li> <li>Beware of the steep slopes (BLANK)</li> </ul>
<b>5b. Enhance Smokey Point Blvd development frontages.</b> <ul style="list-style-type: none"> <li>Pedestrian entry visible from street</li> <li>Transparent windows facing street</li> <li>Landscaping to enhance character and minimize impacts.</li> </ul>	7	1		<ul style="list-style-type: none"> <li>High end restaurants on bluff – yes – very good idea! (GREAT)</li> <li>Not important, just needs to match other areas to not appear as a break in a single road. (NEUTRAL)</li> <li>Doesn't really apply here. (NEUTRAL/BAD)</li> <li>Traffic needs come first (GREAT)</li> <li>Critical areas (BLANK)</li> <li>Walkability (GREAT)</li> <li>Not important*</li> </ul>
<b>5c. Upgrade Smokey Point Boulevard:</b> Plan for bicycle lanes, sidewalks, planting strips and street trees in conjunction with new development.	6	1	1	<ul style="list-style-type: none"> <li>No parking on Blvd! (GREAT)</li> <li>Not so to expand past 5 lane wide (NEUTRAL)</li> <li>Too expensive to build and maintain (BAD)</li> <li>Traffic needs come first (GREAT)</li> <li>Critical areas (BLANK)</li> <li>\$*</li> </ul>
<b>5d. Provide some land use flexibility to allow for residential development east of the Blvd and north of 188<sup>th</sup> St, but west of 35<sup>th</sup>, if:</b> <ul style="list-style-type: none"> <li>Integrated with commercial uses, new ridge trail and tree preservation.</li> </ul>	7	1	1	<ul style="list-style-type: none"> <li>Develop along the blvd (BAD)</li> <li>Critical areas (BLANK)</li> <li>Good opportunity for TDR (GREAT)</li> </ul>

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>AREA 6 (Island Crossing)</b>				
<b>6a. Emphasize landscaping as a major design theme with future development.</b> <ul style="list-style-type: none"> <li>Provide for row of trees around perimeter intended to look and function like a wind-break</li> <li>Landscaping design to emphasize northwest rural character</li> <li>Plan integrated with flood management efforts</li> </ul>	8		2	<ul style="list-style-type: none"> <li>A must to preserve northwest landscape (GREAT)</li> <li>These ideas are ok as long as view from I-5 is clear – must maximize utility(?) of I-5! (BAD)</li> <li>Retailers will be more interested in freeway landscaping. (GREAT)</li> <li>The traffic problem must be dealt with (GREAT)</li> <li>Creative in parking areas (GREAT)</li> <li>Depends on development*</li> <li>Flooding concerns*</li> </ul>
<b>6b. Emphasize good auto and pedestrian circulation</b>	6	3		<ul style="list-style-type: none"> <li>Highway access will intensify auto use – bad idea to encourage peds (NEUTRAL)</li> </ul>
<b>6c. Signage – emphasize monument style signs along streets over tall pole signs (for new signage). Perhaps continue to allow taller pole signs closer to the freeway.</b>	7	2		<ul style="list-style-type: none"> <li><u>NO</u> monument signs or tall poles (GREAT)</li> <li>Need signage that will take advantage of I-5 (BAD)</li> <li>Restrict to minimum (BAD)</li> <li>Even size signage (BLANK)</li> <li>Pole signs only by freeway (GREAT)</li> </ul>
<b>6d. Use mix consideration: Provide flexibility to integrate some residential with commercial north of SR-530.</b>	3	2	2	<ul style="list-style-type: none"> <li>Hwy commercial is too unique. Limited to waste on res. (BAD)</li> <li>Area not suited for residential (BAD)</li> <li>North part all flood plane! (BLANK)</li> <li>No housing in the flood plain (BLANK)</li> <li>Help w/ TDR &amp; promote walkability (GREAT)</li> <li>Flooding concerns, least impact for City*</li> </ul>
<b>ALL AREAS</b>				
NOTE: MANY OF THESE APPLY TO DEVELOPMENT EVERYWHERE IN SUBAREA				
<b>7a. Open Space:</b> Require a small amount (3-5% min.) pedestrian open space in conjunction with new of all commercial/mixed-use development.	9	1	1	<ul style="list-style-type: none"> <li>Depends - ? (NEUTRAL)</li> <li>Like small open space, not too much (GREAT)</li> <li>Depends on development*</li> <li>Flooding concerns*</li> </ul>
<b>7b. Landscaping:</b> Adopt standards that promote “Low Impact Development” techniques, emphasize native and drought-tolerant plant materials & provide for parking lot landscaping/ screening.	6	1		<ul style="list-style-type: none"> <li>Should be at the option of property owner (NEUTRAL/BAD)</li> <li>But who pays to maintain! (GREAT)</li> <li>Horsetail is bad*</li> </ul>

Note that shaded proposals below present TDR resource opportunities

Proposal/Concept	Survey Score			Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
	Great Idea	Neutral/ unsure	Bad Idea	
<b>7c. Side yard treatment:</b> Provide a number of appropriate side yard treatment options for all commercial and multifamily development to choose from.	5	3		<ul style="list-style-type: none"> <li>• Like what? (NEUTRAL)</li> <li>• Not sure (NEUTRAL)</li> <li>• Like pathway between commercial (BLANK)</li> </ul>
<b>7d. Usable private open space:</b> Require some usable open space for new multifamily development. Encourage a variety of spaces including common open space, private balconies, porches, and indoor space.	2	2	1	<ul style="list-style-type: none"> <li>• indoor space (GREAT)</li> <li>• Too costly to provide and maintain (BAD)</li> <li>• Good design (GREAT)</li> </ul>

**Other Comments?**



# West Arlington Subarea: Form-Based Code & TDR Program Visual Preference Survey - Results

June 8, 2011

Workshop participants were asked to rate the following images for their desirability in Smokey Point, West Bluff and/or Island Crossing. The scores below reflect averages from 11 completed surveys.

5 = Great! 4 = OK 3 = Neutral 2 = Not great 1 = No Way!

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
<b>COMMERCIAL EXAMPLES</b>		
 <p>1. Bank along street with parking to side</p>	3.8	
 <p>2. Mixed retail building with off-street parking</p>	2.6	
 <p>3. Business park with special landscaping design</p>	3.5	<ul style="list-style-type: none"> <li>Like distinctive landscaping [“special landscaping design” circled under photo] (3.5)</li> <li>Don’t like building, but like landscaping features*</li> </ul>
 <p>4. Retail center with restaurants and plaza</p>	3.7	<ul style="list-style-type: none"> <li>open space, neat design (5)</li> </ul>

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
 <p>5. Office building along street</p>	3.1	<ul style="list-style-type: none"> <li>In some areas. Not all. (5)</li> </ul>
<b>COMMERCIAL EXAMPLES CONT.</b>		
 <p>6. Office building with off-street parking in front</p>	1.6	
 <p>7. Retail building with drive and parking in front</p>	1.6	<ul style="list-style-type: none"> <li>Don't like blank walls*</li> </ul>
 <p>8. Commercial building along street</p>	2.6	
 <p>9. Storefront buildings along street</p>	3.6	<ul style="list-style-type: none"> <li>Walkability! (5)</li> <li>Safety =&gt; doesn't feel safe next to a freeway*</li> </ul>
 <p>10. Retail building with drive</p>	2.9	<ul style="list-style-type: none"> <li>Much better than older style FM (4)</li> <li>Awful*</li> </ul>

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
 <p>11. Mixed retail building with off-street parking</p>	3.4	<ul style="list-style-type: none"> <li>• Love it. Great look, walkability (5)</li> <li>• Like*</li> </ul>
 <p>12. Retail building with parking</p>	3.5	<ul style="list-style-type: none"> <li>• Depends on size of parking vs. building (BLANK)</li> <li>• Like open space (4)</li> </ul>
 <p>13. Retail building with off-street parking</p>	3.0	<ul style="list-style-type: none"> <li>• Building only – landscape bad! (4)</li> <li>• Too open (3)</li> <li>• More planting between parking lot and street (2)</li> </ul>
 <p>14. Retail building along street</p>	3.5	<ul style="list-style-type: none"> <li>• Like open space and street frontage (3)</li> </ul>
<b>MIXED-USE EXAMPLES</b>		
 <p>1. 3-story mixed-use</p>	3.5	<ul style="list-style-type: none"> <li>• Love it! (5)</li> <li>• Would work in more residential areas. (5)</li> <li>• Great (5)</li> <li>• Too high, no need. (2)</li> <li>• On a two-lane road, not 5-lane*</li> <li>• Concern about height*</li> <li>• Parking in back*</li> </ul>
 <p>2. Live-work units with storefronts</p>	3.3	<ul style="list-style-type: none"> <li>• Bad picture, can't tell (BLANK)</li> <li>• Good, but nondescript for business (4.5)</li> <li>• In right areas (4)</li> </ul>

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
 <p>3. Retail with office over</p>	2.9	<ul style="list-style-type: none"> <li>Nice (4.5)</li> <li>Don't care for the wires (2)</li> <li>Buffer =&gt; between busy road &amp; MF</li> </ul>
 <p>4. Townhouses attached to retail</p>	3.2	<ul style="list-style-type: none"> <li>Very nice! (5)</li> <li>Confuses tourists and visitors (1)</li> <li>Awesome, could fit well in TI (5)</li> <li>More street side planting (4)</li> <li>Yes, like*</li> </ul>
<b>MIXED-USE EXAMPLES CONT.</b>		
 <p>5. 5-stories with residential over retail</p>	3.4	<ul style="list-style-type: none"> <li>Too large (3)</li> <li>Very nice. Mill Creek is designed well! (5)</li> <li>In area 6 only. (5)</li> </ul>
<b>MULTIFAMILY EXAMPLES</b>		
 <p>1. Townhouses with alley in back</p>	4.2	<ul style="list-style-type: none"> <li>Good! (5)</li> <li>In residential only areas. (5)</li> </ul>
 <p>2. 2-story walk up apartments</p>	2.4	<ul style="list-style-type: none"> <li>Boring, major blacktop. ☹️ (3)</li> <li>No*</li> </ul>
 <p>3. 4-story apartments along street</p>	3.0	<ul style="list-style-type: none"> <li>Depends on parking locations (3)</li> <li>Very nice (5)</li> <li>Like balconies*</li> </ul>

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
 <p>4. 2-story walk up apartments along street</p>	3.9	<ul style="list-style-type: none"> <li>• Good for apts. Clean looking. (5)</li> </ul>
 <p>5. Townhouse complex with internal street</p>	3.2	<ul style="list-style-type: none"> <li>• Not appealing. (3)</li> </ul>
<b>MULTIFAMILY EXAMPLES CONT.</b>		
 <p>6. 4-story apartment building</p>	2.5	<ul style="list-style-type: none"> <li>• Doesn't fit the area (2)</li> <li>• Nice bldg in Redmond (5)</li> <li>• Landscape not good. (4)</li> </ul>
 <p>7. Townhouses with internal drive</p>	2.2	<ul style="list-style-type: none"> <li>• No yuck! (2)</li> </ul>
 <p>8. Townhouses along street, alley in back</p>	3.2	<ul style="list-style-type: none"> <li>• Very nice! (5)</li> </ul>

Image	Average Score (1-5, 5 being best)	Individual Comments & Survey Score Associated with Comment (in parentheses) * = Comments from group discussion
 <p>9. Apartment building along street, parking in back</p>	<p>2.4</p>	<ul style="list-style-type: none"> <li>• Not very attractive (2)</li> <li>• OK kinda weird? (3)</li> </ul>
 <p>10. 2-story walk up apartments</p>	<p>2.0</p>	<ul style="list-style-type: none"> <li>• Oh yuck (1)</li> <li>• Absolutely <u>not</u> (1)</li> <li>• No*</li> </ul>

## General Comments:

- I am not a fan of any 3-Story or greater apartments!
- No buildings more than 3 stories\*
- Like the look of downtown Arlington – community-oriented\*
- W.A. needs a CENTER! Gathering space!\*
- Arlington “Look” => overall feel:\*

  - Landscaping
  - Signs
  - Colors

- Create nodes\*
- Look at walkability distances to create centers\*
- Require open space with multifamily development\*
- Cultural & Historical – LaConner\*
- Like Kirkland sign standards\*
- Orient multifamily around amenities\*
- Landscaping very important\*
- Balconies important\*

