

## Highway 525 Overlay

1. Is it appropriate to have a different signage standard for businesses that have highway frontage? Since the speed limit is higher and the setbacks are likely larger for most buildings does it make sense to have signage standards that reflect this difference?
2. Identify the important vehicular gateways into Freeland. How should these corners and entryways be designed to encourage or discourage vehicular traffic? Assuming that signage will help with this, what kinds of landscaping, lighting and architecture standards should be established that help accentuate important entryways?
3. Identify locations where it is important to establish vegetation that will help screen development from the highway. Identify locations where it is important to frame or open up views through and/or into Freeland.
4. Define the overlay boundary. Should it just consist of all parcels that abut the highway? Or should it somehow incorporate viewscales that extend into Freeland, e.g. sometimes the highway is elevated and the driver can see over many properties – like the area where you can see from 525 across the lumberyard and all the way to the assisted care facility. Do parcels adjacent to the highway have a different set of issues as those that may be visible from the highway but not adjacent? What kinds of development standards need to be addressed on each?