



Comment: Proposed Height Limit Increase for Industrial Influence Areas  
12-13

SUSAN KAUN to: Nicole Oliver

11/15/2011 02:34 PM

History:

This message has been replied to and forwarded.

---

Good afternoon Nicole:

I've reviewed the proposed changes to the Fairhaven Neighborhood draft Plan, and believe the modified height limits for the Core Influence Area of 56' - 66' make more sense than having the present Area 5 with no height limit at all. I don't think that locating tall buildings between the shoreline and the village area, as is presently allowed, would be compatible.

In the proposed Industrial Influence Area however, I believe allowing the same 56' - 66' heights, when this Area is adjacent to the limited 35' heights of residential and shoreline areas will not be harmonious. The original 40' limit for commercial in this area is less of an abrupt increase in height, and will not block the core approach area from the shoreline.

In fact, the conceptual drawing shown on Page 18 for the 'Haskell on Harris Avenue' project, was designed with a 40' high limit, and in my opinion, will cause much less impact to the surrounding shoreline, estuary, lagoon and residential areas. A few years ago some of us on the Neighborhood Board at the time met with Fred Haskell to look at the proposal, and were in agreement that such a project would be acceptable to the Neighborhood. The concern at the time was the impact of light to the Padden Creek estuary abutting the east side of the property, and the impact to views of residential areas abutting the south side of the property, and the 40' height limit seemed compatible.

I didn't read anything about the height limits for RT Z2, RT Z3, and RT Z4. Will they remain the same 35' limit, as they are presently?

Kind regards,

Sue Kaun



## Fairhaven Plan Update Input

David Carlsen to: noliver

11/30/2011 08:19 AM

History:

This message has been replied to and forwarded.

Hi Nicole,

The November 16 overview of the plan update at Fairhaven Middle School was interesting, much thanks to you and staff for passing along information. Thanks also for the opportunity for input prior to draft finalization.

The Comprehensive Plan cites existing development regulations for Fairhaven as already sufficient to achieve desired density. The history of sprawl provides abundant evidence that excess density does not prevent sprawl, it promotes sprawl, reinforcing the importance of preserving the existing neighborhood character. My suggestion for the Fairhaven Urban Village Plan would be to maintain settings for building heights at existing or lower levels than presently codified. It is abundantly shown throughout the world that urban development form, with its efficient utilization of space, brings remarkable density in environments of predominantly one, two or three story buildings only. We don't have to go as far as the University District or Capital Hill to see density achieved in low profile, it is here now.

The presence of existing infrastructure is one of many positive efficiencies connected to Urban Village planning. Parking likely would be considered by most people to be an infrastructure element of possible importance in a successful, regionally popular commercial and hospitality district such as that included within the Fairhaven neighborhood. While it is interesting to postulate that future development and transportation patterns might eliminate the need for parking, as cars are abolished, it seems risky to abandon parking supply standards in advance of this great leap forward. Parking supply could remain connected to development regulations, for place-holding purposes, and likely would organically become very discreet within innovative buildings, elegant parking plazas and sensible parking structures as development advanced. Once eliminated, parking supply is difficult and costly to replace if needed, and conditions of hobbled, lackluster and constrained commercial and business development easily could beset an area deprived of parking supply adequate to maintain the load and float necessary for thriving enterprise. Transportation funding constantly is under threat, only increasing risk. Conversely, it will be simple and without risk to adapt parking areas to other uses when automobile use does decline.

The 2011 parking study conducted by Transpo Group had the interesting result that while parking in the area overall is not presently distressed, parking supply in the core, and corresponding to the boundary of the Parking District, has been exhausted and is past saturation. This would be a positive indicator if there were a compliment of parking supply consistent with the requirement for the area, but there is not. Transpo cites Fairhaven Village Association as the agency striding ahead with rapid reduction of parking supply, though FVA lacks legislative authority to reduce supply, and no such authority is included with the agreement establishing the Fairhaven Parking District. The study appears to assume build-out of approximately 350,000 square feet of commercial space within the Parking District, providing space for approximately 300 enterprises, supported by parking supply equivalent of one Lowe's store, about 550 spaces, then metering those spaces.

Transpo worked hard and produced a terrific study, though certain details, especially of commercial square footage and uses, are lacking. Unfortunately, in my estimation, the Transpo suggestions for parking management badly missed the mark or were unnecessarily one-dimensional, emphasizing misplaced "enforcement" on users of the absurdly limited available parking supply instead of enforcement of development regulations requiring supply balance. Granted, revisiting the Parking District Agreement was mentioned, barely, but overall the solution theme ignored increasing supply, placing "increase supply" as the end phase of a parking management strategy. That strategy sequence is beyond reason, as is shifting parking cost and the imposition of enforcement from the generators to the public. The equivalent folk proverb would suggest building a solid barn after winter sets on and all the livestock have been eaten by wolves and vermin. Increased supply should be the first phase, not the final phase.

Necessary parking infrastructure can be maintained in a reasonable ratio to BMC standards and in alignment with Comprehensive Plan goals using conventional development regulations. A magnificent plan for little surface lots supplementing on-street parking already exists and furnishes the rationale for past approval of the Parking District. These plans include lots having placements that correspond to the existing parking lots adjacent to McKenzie between 10th and 11th and the "pit" parking. These existing parking lots appear also to be considered "opportunity sites" for infill development, without provision for replacement. Elimination of those parking spaces will further reduce permanent parking supply. I have included these plans as scanned attachments to this e-mail, in case you do not already have them. These policy documents include data indicating parking supply within the Parking District now is rapidly approaching 50% of standard, much less than even intentionally reduced parking supply zones contemplated anywhere in the Comprehensive Plan. Transpo could have focused much more closely on the relationship between parking supply in the core and the administration of the Fairhaven Parking District, conducted so far by the Fairhaven Village Association, emphasizing parking management solutions that begin increasing supply immediately, not the elimination of more scarce parking space.

Here are some ideas for increasing parking supply, I am sure these could be improved upon:

- 1) Place an embargo on new building permits in the Parking District until FVA shows plans for providing permanent parking supply reasonable to fulfill BMC standards. Though I am astonished each time I am reminded that FVA has not ceased to exist, if FVA needed additional funds to provide this permanent supply I would be glad to participate in any new assessments that might issue from the organization, to the extent my property is effected and assuming equal terms and transparent administration.
- 2) Dial down the allowable height for new development within the Parking District to surface use only, or perhaps, more generously, 20 feet, until FVA shows plans for providing reasonable, permanent parking supply.
- 3) Require large new buildings that include residences or accommodations and have a footprint greater than 2500 square feet provide the parking required for all uses within the building, as the existing Parking District agreement specifies. Current regulations allow this parking anywhere within 500' of the property. For some reason these large mixed-use projects, though ineligible because of their residential component, have been granted parking waivers for their commercial portions, bringing thousands of square feet of new restaurants, retailers, salons, offices and marijuana dispensaries into the area, all without a jot of additional parking.

4) Prepare an inventory of parking generators (commercial square footage) within the Parking District together with the total number of permanent parking spaces provided within the district for presentation to City Council. Prior to final promulgation of development requirements for the area, let the City Council decide if the ratio is appropriate for more build-out and whether the Parking District agreement should be modified.

5) Should the City Council determine parking supply can be reduced and should no longer be required, consider adding a development requirement that substitutes an amenity of equivalent value to the eliminated parking, such as open space, pocket parks, perhaps a significant bond fund to subsidize transit.

Thanks again for the opportunity for input on this challenging project, am looking forward to seeing next installments. Please feel free to include my e-mail with subsequent communications to the stakeholders, I don't seem to be on the list presently.

Sincerely,

David Carlsen

Attachment 1: 1988 Planning Commission Findings: Consideration of a Parking Plan for the Fairhaven Business District (4 pages).

Excerpt: *"Peripheral parking lots, such as those potential sites shown on Map 4 of the study, should be made available to provide required parking for new buildings in the study area."*

1987 Fairhaven Parking Study (18 pages).

Excerpt: *"The calculations show that 496 off-street parking spaces are necessary to meet the parking requirements for current uses in Fairhaven."*

Attachment 2: 1990 State Environmental Policy Act (SEPA) Checklist, Fairhaven Parking Study. Applicant: City of Bellingham Planning and Economic Development Department. Contact person: William Geyer.

Excerpt: *"The concept anticipates future construction of approximately 200 new on-street spaces and up to approximately 600 spaces in parking lots."* (page 15)

Attachment 3: 1994 Planning Commission Findings: Fairhaven Parking Plan/District.

Excerpt: *"The City recognized that off-street parking was not appropriate for much of the area and encouraged on-street parking, jointly used off-street lots, and the formation of a Parking Plan and District."* (page 5)

*"After approval of a funding plan eliminate code requirements for all uses except new residential and hotel buildings above the 5,000 square foot footprint."* (page 12)

*"If evidence of parking problem in future, City and private entity sponsor parking utilization survey and determine course of action (e.g. metering, peripheral lots, parking structure); if survey shows parking is at capacity use, and agreement cannot be reached on providing and funding appropriate parking, a code requirement may need to be re-evaluated, or approval of new building permits delayed."* (page 14)



**Re: Fairhaven Parking follow-up meetings**

**SUSAN KAUN** to: Nicole Oliver

11/30/2011 10:17 AM

Cc: Grp\_Council, kJlinville11, DWebster, JThomas, JLynch, CKoch,  
CWilliams, KFranks

---

History: This message has been replied to.

---

Dear Nicole Oliver, Honorable Mayor-Elect Kelli Linville, Honorable City Council, and other City Staff:

Thank you for sending out the information on the Fairhaven Parking follow-up meeting held with other stakeholders. I appreciate your efforts to maintain an open, transparent and accountable process for updating the Fairhaven Neighborhood Plan.

I would like to take this opportunity to add some comment to the discussion about an ongoing Fairhaven parking regulation and enforcement issue, which I believe negatively impacts the business community and residential areas of the neighborhood.

You may be aware of the January 10, 1989 Agreement between the City, Port, and Concerned Southside Citizens, which settled a legal Appeal to the Shoreline Hearings Board regarding the siting of the vessel terminal for the Alaska Marine Highway System.

As one of a number of mitigation measures, # 10. of the Agreement states: "The City agrees that it will provide an enforcement program to ensure that Recreational Vehicles (hereinafter "RVs") belonging to non-residents of the Southside area are not resided in at any time nor parked for more than 24 hours on public streets in the Southside area....." If there was an enforcement program put in place, it is no longer enforced.

Last fall residents noticed a number of RVs were not only parking for weeks at a time along Southside streets, such as Harris Avenue, Sixth Street, and McKenzie Avenue, but some of the people residing in the RVs were chopping down trees in the nearby Padden Creek and Larrabee Greenways, including Marine Park. They were observed removing downed wood, chopping, and burning the wood in their vehicles. There are no residential sanitary or trash facilities available, and a larger amount than usual of garbage was being left along the nearby trail and greenway areas.

When I contacted the Police Department about the RVs, I was advised there was no law against parking overnight on city streets. However, when I looked up the Municipal Code, Title 11, Chapter 33, Section 060, I learned the officer I spoke with was incorrect. The code states "*...no person shall stop, stand, or park a vehicle: (25.) For a consecutive period of longer than 24 hours in one place upon the city street;.....*"

Staff I contacted in the Parks Department, who work tirelessly to protect and maintain the greenway/trail areas, requested the Police Department to move the RVs from the area, and/or the Public Works Department to install signage, but to no avail.

On May 10, 2011 I wrote a letter to Police Chief Todd Ramsay, included a copy of the 1989 Agreement, and requested the city enforce Mitigation Measure #10. of the Agreement. (Please see a copy of the letter attached to this email.)

After not hearing from Chief Ramsay, on July 14, 2011 I sent a letter to Mayor Dan Pike, with 8 pages of photographs and dates of parked RVs along various Southside streets. ( please see a copy of the letter attached to this email). The next day I received a telephone call from Lt. Mike Johnston (or Johnson) of the Police Department.

We discussed the Agreement's requirement for enforcement, and concluded that the installation of '8 hour parking' signs along Harris Ave, from 9th Street to Marine Park, along 6th Street from Harris Ave to the Greenway, and on McKenzie Ave from 4th Street to the wastewater treatment facility should help to discourage the owners of RVs from residing on these Southside streets, and allow for follow-up enforcement when needed, per the 1989 Agreement.

Subsequently, Public Works staff installed some of the '8 hour parking' signs on these streets, but as yet the signage installation has not been completed. Harris Avenue from 9th to 8th Street, and 4th Street to 5th Street, as well as McKenzie Avenue. from 4th Street to the trail parking area, still have no signs. The RVs no longer park in the areas of signage, but instead have moved to the unsigned street portions and continue to reside there and move around periodically.

These vehicles take up valuable parking space for customers, tourists, and nearby workers, and the owners of the vehicles continue to gather downed wood, and trash the greenway areas with garbage and human waste. I believe this problem creates unsafe and unsanitary conditions for businesses, residents, tourists, and those who walk on the nearby trails, as

well as impacting the greenway riparian essential to the wellbeing of fish and wildlife.

Additionally, for nearly a year someone has been residing in an RV, in a non-residential zoned area with no water or sewer services. The RV is located on the north side of the 200 block of McKenzie Avenue. There seems to be a lack of enforcement of zoning codes.

On January 10, 1989 the Agreement was approved and signed for the City of Bellingham by Foster Rose, its Mayor Pro Tempore, Lynn Carpenter, its Finance Director, Bruce Disend, its City Attorney, and was Accepted for administration by its Department Head - signature not legible. Yet unfortunately, in 2011 many of the promises to citizens outlined in the 1989 Agreement and the other Agreements to settle issues concerning the vessel terminal between Fairhaven Neighbors, Inc., and the City, dated November 7, 1988 and August 22, 1994, remain unfulfilled. (copies of the Agreements will be made available upon request.)

Therefore, I respectfully request that the problem of lack of signage and enforcement of regulations concerning overnight parking and residing in RVs be included in the Fairhaven Parking discussions, as a long standing problem in need of resolution by the City of Bellingham.

Thank you for this opportunity to comment on the draft Fairhaven Neighborhood Plan Update, and parking issues in particular.

Kind regards,

Susan Kaun  
613 Donovan Avenue  
Bellingham WA 98225  
(360) 527-9660

cc: Coalition of Southside Neighborhoods (CSN)

Attachments: Letter to Police Chief Ramsay, May 10, 2011  
(1989 Agreement not attached; copies available on request)

Letter to Mayor Dan Pike, July 14, 2011  
(photos not attached; copies available on request)



**RE: Fairhaven Parking follow-up meetings**  
Robbin Naylor to: NOliver

11/30/2011 02:52 PM

Dear Nicole Oliver,

I was unable to open the documents that may contain the answer to my question so I apologize if this should be obvious. First, I am the owner of a business in Fairhaven, specifically Access Living, Inc. in the Sycamore Square building. Our company provides support to people with developmental disabilities. We currently employ approximately 100 people and support 36 people. My question is regarding disabled parking spaces, will any be included in the parking plan?

Just curious,  
Sincerely,  
Robbin Naylor

*Robbin Naylor*

Administrator

Access Living, Inc.  
1200 Harris Avenue Suite 307  
Bellingham, WA 98225  
360-733-0214 ext 204  
360-733-0818 fax  
robbin@accessliving.net

**From:** NOliver@cob.org [mailto:NOliver@cob.org]  
**Sent:** Tuesday, November 29, 2011 12:33 PM  
**Cc:** Grp\_Council@cob.org; kjlinville11@gmail.com; DWebster@cob.org; JThomas@cob.org; JLynch@cob.org; CKoch@cob.org; CWilliams@cob.org; KFranks@cob.org  
**Subject:** Fairhaven Parking follow-up meetings

Good afternoon Fairhaven stakeholders -

This morning there was a meeting to follow up from our November 16th meeting to reach out specifically to commercial business and property owners regarding the parking management strategies suggested by Transpo Group, and to get further insight as to the operation of the Fairhaven Parking District. We had an interesting and thoughtful discussion of the merits and phasing of the various proposed strategies as well as the funding realities concerning parking and parking improvements in Fairhaven and the City as a whole.

This meeting included the following people: Nicole Oliver, Chris Koch, Jackie Lynch, Clark Williams (all City staff), and Chuck Robinson, Phyllis McKee, Brad Imus, Brooks Anderson, John Servais and Jody Finnegan. Robyn Robertson, as president of the Old Fairhaven Asso. was also invited and the invitation was extended to anyone else that folks thought might be interested. I would like to invite everyone to join

staff this Friday morning, December 2nd at 9:00 a.m. for a second follow up on the parking strategies and any other additional comments related to parking in Fairhaven. We have strived for an open and transparent process throughout this project, and I sincerely apologize for not keeping everyone in the loop in regards to the scheduling of this follow-up session.

Comments are always welcome as we continue to finalize the draft plan and regulations. If you can't attend, please feel free to submit any additional comments you may have in writing to me, and we look forward to your feedback on the draft plan and regulations that will be distributed later next month.

Also, a recap of upcoming dates per our current schedule:

Historic Preservation Commission - review of Preliminary Report on Design Guidelines and Strategies, TONIGHT, November 29th, 7:00 p.m., Council Chambers

Historic Preservation Commission - Design Review Guidelines and regulations, Tuesday, January 10th, 4:00 p.m., Council Chambers

Transportation Commission - Multi-modal Transportation, Circulation and Parking, Tuesday, January 10th, 7:00 p.m., Council Chambers

Mayor's Neighborhood Advisory Commission - Fairhaven Neighborhood and Urban Village Plan, Wednesday, January 18th, 6:30 p.m., Mayor's Board Room

Planning Commission - March 2012

City Council - May and June 2012

Please see the project website at [www.cob.org/fairhaven](http://www.cob.org/fairhaven) for all current information.

Thank you -

Nicole

**Nicole C. Oliver**

Communication Coordinator

City of Bellingham

360.778.8353

[www.cob.org](http://www.cob.org)



PORT OF BELLINGHAM  
*Washington State*

RECEIVED

DEC 08 2011

EXECUTIVE  
DEPARTMENT

December 7, 2011

Nicole C. Oliver  
Communication Coordinator  
City of Bellingham  
210 Lottie Street  
Bellingham, WA 98225

**Re: Comments on Draft Fairhaven Neighborhood and Urban Village Plan Framework Proposals**

Nicole,

The Port of Bellingham Planning and Development Division has reviewed the City's Draft Fairhaven Neighborhood and Urban Village Plan Framework Proposals, briefed the Port Commission and offer the following comments:

1. In support of Port efforts to maintain the industrial nature of Port owned property in the area, the Port requests the City allow limited Warehousing, Wholesaling, & Freight Operation uses as being permitted or P(1)(10) in zones I1 and I2.
2. To carry forward the currently allowed tourist oriented commercial uses in Area 1B of the existing Fairhaven Neighborhood Zoning, the Port would propose allowing Office, Retail and Personal Service uses as permitted uses accessory to the primary uses of the Cruise Terminal and Community Boating Center in area I1. The Port believes this could best be addressed in the City's matrix of allowed uses with a new note number or P(1)(new#).
3. As on overall general comment on the matrix of allowed uses, all P(2) symbols for private uses in public zones could be replaced with a C symbol. If the City chooses to make this change, then the available note # 2 could be used for the Port's second comment above.

The Port continues to encourage the City to consider amending the Fairhaven Neighborhood boundary to include that portion of the Fairhaven Marine Industrial Park property located within the South Hill Neighborhood through the City's process to update the Fairhaven Neighborhood and Urban Village Plan. The Port will, however, be applying for a site specific rezone of this industrial property to be consistent with the proposed Fairhaven Neighborhood and Urban Village Plan matrix of allowed uses for Area I2.

Thank you for the opportunity to comment. If you have any questions, concerns or require any additional information regarding this matter, please contact me at (360) 676-2500 or [gregm@portofbellingham.com](mailto:gregm@portofbellingham.com).

Sincerely,

Greg McHenry

Planning and Development Analyst

cc: Charles Sheldon, Port of Bellingham Executive Director  
Sylvia Goodwin, Planning and Development Director  
Jeff Thomas, City of Bellingham, Planning and Community Development Director



## Fairhaven Neighborhood Draft Plan Concepts

Paul Haskins to: NOliver

12/15/2011 04:02 PM

History:

This message has been replied to and forwarded.

---

Thank you for your presentation at Fairhaven Middle School on November, 16. I would like to submit the comments below for public record.

I don't believe the City's proposed Parking Plan presented in the "Draft Concept Proposals and Technical Studies Presentation", Phases 1 through 4, are a good idea.

While I do believe some Fairhaven merchants and their employees take up some of the prime parking spots, the majority of spots are taken up by customers. Customers who choose to come to Fairhaven to shop even if it means parking a block or two away from their chosen destination. As one who frequents Fairhaven for both play and work there has *never* been a time—other than Ski to Sea—when I have been unable to find parking.

Installing meters (or a metering system) would be a deterrent to commerce in Fairhaven. Downtown, with its insistence on keeping parking meters, has long since been abandoned by businesses who understand that customers don't necessarily like paying for parking and why some cities, such as Everett, have done away with parking meters in order to keep their commercial core strong. This is one of the reasons why, commercially, Fairhaven beats Downtown any day.

I also don't believe the City's proposed zoning change—for areas zoned 9 and 9B to RT4—is necessary, or a good idea as it takes an existing residential/multi area that already serves as a transition in and out of the core and grows it commercially, eroding the transition and pushing parking and traffic further into adjoining residential areas.

Thank you,  
Paul Haskins

Mr. Jeff Thomas, Director  
Planning & Community Development  
City Hall  
210 Lottie Street  
Bellingham, WA 98225

December 16, 2011

RECEIVED

DEC 16 2011

CITY OF BELLINGHAM

Dear Mr. Thomas:

Re: Fairhaven Urban Village Plan

The staff proposal for releasing the upcoming Draft Fairhaven Urban Village Plan requires an adjustment to avoid premature review at various City advisory Boards. Your Power Point presentation at the November 16, 2011 Fairhaven planning meeting stated a draft plan will be released December 21 with reviews in January – February 2012 by the Historic Preservation Commission, Transportation Commission and Mayor's Neighborhood Advisory Commission.

Quality community planning requires complete information and ideas reviewed/deliberated by the stakeholders *before* an agency review. To date, the Fairhaven UVP planning meetings consisted mostly of staff presentations of their data and their opinions, with minimal community analysis. Most importantly, there has not been a discussion of how the staff proposals *inter-relate* into a cohesive urban village plan. Without this opportunity to deliberate how everything fits, it is premature to send a half-completed document to any City board for review.

A primary concern is the staff proposed schedule begins an advocacy model for review – stakeholders are forced into statements on the record regarding items they like and dislike of the *staff* draft. This style can return the process to the adversarial relations Fairhaven experienced over the past 3-5 years. We should avoid this path of disagreement and take a different tact toward transparency and deliberation that leads to points of agreement.

We propose the staff publish the December 21 draft as a talking paper for all to review. Provide a comment period of 30-45 days with a charge to stakeholders to list the positive points, the deficiencies, plan alternatives and other ideas to be considered in the planning process. Assemble the comments and publish 7-10 days prior to an initial stakeholders' meeting where all alternatives are considered. Follow up meetings would be needed to review and consider iterations of the draft plan. The schedule should allow sufficient time for multiple meetings with a date certain for closing this step. Then, and only then, transmit the revised draft plan to the various reviewing agencies for consideration. This process has successfully resolved many contentious issues in many neighborhoods over the past 30 years, and has direct application for Fairhaven today.

Please respond to our request via the address below at your earliest opportunity so that the staff proposal for December 21 avoids great confrontation but rather leads our community towards points of resolution.

Sincerely,

Old Fairhaven Association, Planning Committee:

Jody Finnegan, Chuck Robinson, John Servais, John Hauter, Connie Shannon, Robin Robertson

Fairhaven Village Association & commercial property owners:

Brad Imus, Phyllis McKee, Ralph Black, Fred Haskell

Bill Geyer, AICP (Consultant to FVA and OFA)  
Geyer & Associates, Inc.  
1008 16<sup>th</sup> St, Bellingham, WA 98225





## Fairhaven Neighborhood Draft Plan arguments

Alaine Borgias to: NOliver

12/16/2011 02:23 PM

History:

This message has been replied to and forwarded.

---

Hi, Nicole! Paul reminded me that I'd not sent in any comments after that night at Fairhaven about the proposals for Fairhaven's business/core area. Some things I remember feeling passion about were (and these are VERY QUICKLY ARTICULATED... forgive me)...

Fairhaven should not prematurely plan to go to the metered parking world. As someone on your staff said, at this point, traffic/parking turnaround is pretty solid at every hour or two. It's really not that bad, and it's more of a misconception about available parking than a reality.

And with the existing parking that is available, plus with any potential to allow vacant parking garage spots to be made available (maybe for key business staff people?), FH just doesn't need meters of any sort. Don't put it in the plan -- wait for it to become even *remotely* necessary before even discussing it.

I do think that more loading spaces or 15-minute parking spots should be made available for deliveries and in-and-out customers, which would help business a lot.

As for the zoning stuff-- I feel very strongly about not creating RT4. Keep those blocks/portions of blocks as the mixed residential use area that it currently is, and do not create new commercial or transition zoned areas for a district that already has too many empty commercial spaces. Of greater importance is that area remain residential (and I'm all for residential that allows for urban villages such as the Kulshan Land Trust Mathei Place or the upcoming McKenzie Green) so that walkable resident numbers increase to help keep the existing (and future, in their proper zones) commercial businesses with enough customers who would NOT be using a vehicle.

Make sense in my swift, no-pro gibberish?

Cheers,  
Alaine Borgias

Barbara Burk Zielstra  
1201 11<sup>th</sup> St., #102  
Bellingham, WA 98225  
December 13, 2011

RECEIVED

DEC 19 2011

City of Bellingham  
Planning

Director Thomas, Bellingham Planning Dept.  
Nicole Oliver  
210 Lottie St.  
Bellingham, WA 98225

Dear Mr. Thomas and Ms. Oliver,

Having reviewed the draft plan for Fairhaven Urban Village, I have concerns about the proposed changes in zoning. I have been pleased to hear from City staff that Fairhaven is a functioning village and we need to be sure we continue to preserve what has made this village successful while we anticipate future development.

In the proposed plan the Historic District is separated from the Commercial Core and would have different design requirements and lower height limits. Creating an expanded Historic Area incorporating sites adjacent to the historic buildings with the same height and design review criteria would best preserve our Historic District. I suggest the Historic Area include:

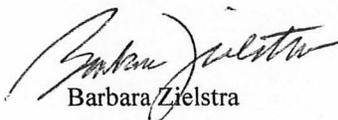
- 1) Connecting Sycamore Square and the Library along 13<sup>th</sup>. This area bridges two major historic buildings and new construction here will definitely impact them.
- 2) Connecting Larrabee to Harris along 10<sup>th</sup>. The land adjacent to the Morgan Block is vacant and development will impact the Historic District.

The land north from Mill to the Fairhaven boundary, between 10<sup>th</sup> and 13<sup>th</sup> requires separate consideration. Presently, heights are limited to 35'. According to the proposed changes, a large vacant parcel as well as older buildings along Finnegan Way and 11<sup>th</sup>, could be developed with 66' tall buildings. In the past 10 years, 5 buildings have been built along 11<sup>th</sup> and Finnegan Way and all had to adhere to 35', with design review for compatibility. Given the scale of buildings in this area, including the historic Kulshan as well as adjacent Village Inn, Village Green, Village Books and Judson Plaza, buildings of 56' - 66' (nearly double the size of existing buildings) will overwhelm. The existing 35' height limit, allowing for 3- story buildings, should remain in place and any new construction should continue to be included in the design review process.

The issue of heights is not simply a view issue, although this is important to those who have invested recently with the expectation of protected views due to height restrictions. 66' buildings in this area will block sun and overshadow existing buildings and those enjoying our Village Green. And having our tallest buildings at the north entrance to Fairhaven is counterintuitive when we wish to highlight our historic buildings. If, as the draft states, the goal of the new plan is to have "new development compatible" then the 35' height limit should be maintained in this area as all surrounding buildings have been built to that standard and this area's historic Kulshan is a two-story building with a peaked roof.

The draft plan proposes *interior* height restrictions - minimum of 14' for 1<sup>st</sup> floor, 12' for 2<sup>nd</sup> floor, 10' for 3<sup>rd</sup> floor. Fairhaven has recent examples of compatible buildings without 14' ceilings. Since building heights are a concern for many neighbors, removing these proposed interior requirements allows for denser development at lower heights. It is possible to have a 5 - story building with the 56' height limit. Also, excessively tall ceilings will demand greater energy resources for lighting and heating which is counter to our need for greater energy conservation. By removing the interior height limits, we can achieve our required density without having to increase heights in the area north of Mill.

Sincerely,

  
Barbara Zielstra

Barbara Burk Zielstra  
1201 11<sup>th</sup> St., #102  
Bellingham, WA 98225

RECEIVED

DEC 19 2011

City of Bellingham  
City of Bellingham  
Planning

December 13, 2011

Jeff Thomas, Director  
Nicole Oliver  
Bellingham Planning Dept.  
210 Lottie St.  
Bellingham, WA 98225

RE: Traffic and crosswalks at Finnegan and Mill

Dear Mr. Thomas and Ms. Oliver,

I have a comment on the pedestrian/traffic portion of the Fairhaven Plan. Concerns have been raised about safe crossing at the Mill and Finnegan Way intersection. For years I have walked this area daily. Actually, my experience is that traffic will stop for pedestrians at that intersection. However, the mid-block intersection connecting to 12<sup>th</sup> and the flag pole area causes problems. Since it is mid-block and another crosswalk is just a few feet away, cars are not looking for pedestrians and often do not stop. This intersection is confused by the addition of cars from 12<sup>th</sup> turning onto Finnegan Way.

I suggest removing the crosswalk to the flag pole area and routing pedestrians to the intersection to cross Finnegan Way and then have a cross walk at 12<sup>th</sup> for those wishing to visit the flag pole area. Since 12th is not heavily used and there is a stop sign, the crossing will be much safer for pedestrians.

As a bonus, this will also add 3-4 parking spaces for the businesses along Finnegan Way.

I appreciate your consideration and forwarding this to Public Works for their assessment. Please let me know if you have any questions.

Thank you,



Barbara Zielstra