

BIRCHWOOD NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

The Birchwood Neighborhood is an interesting study in contrasts. The neighborhood has historically been an area consisting of single family homes built on extremely large lots. It is characterized by older, well-kept homes on lots often in excess of 400 feet deep. Mature landscaping, open fields and narrow streets lend a rural atmosphere to the neighborhood. In recent years the neighborhood has seen the growth of apartment complexes located primarily along Northwest Avenue, and other large complexes have been proposed recently on W. Maplewood. In addition, there is a rather large commercial area located in the vicinity of the intersection of Northwest, W. Maplewood and Birchwood Avenue. Other significant features of the neighborhood include the Golf and Country Club, a large gravel pit, the Squaticum Creek greenbelt, and three school sites located in the neighborhood. Identification with neighborhood character is perhaps strongest to the large single family residential area in the western portion of the neighborhood.

II. OPEN SPACE

The large lots in the Birchwood area give the neighborhood a spacious, rural feeling. Because of the lot size and the proximity to Cornwall Park, the need for additional open space and recreational lands are not as great as in some other areas in the city. Although there is a need for a neighborhood park facility in the northwest portion of the neighborhood, no specific site is recommended at this time. However, there are areas that should be preserved as open space. In order to minimize the potential problems inherent in the boundaries between land uses of different intensities, vegetated buffers are proposed at those boundaries. While most of these buffers are dealt with in the Urban Plan Element, there are occasional opportunities to create or preserve such buffer areas through open space designation.

IT IS RECOMMENDED THAT A TREED BUFFER BE ESTABLISHED BETWEEN THE INTERSTATE AND THE NEIGHBORHOOD AND ALONG THE RECOMMENDED ROEDER AVENUE RIGHT-OF-WAY. IN ADDITION, IF FUNDING IS AVAILABLE, THE BELLINGHAM GOLF AND COUNTRY CLUB SHOULD ALSO BE PRESERVED; IF NOT, THEN AN EAST/WEST CORRIDOR ALONG AN EXTENSION OF THE ALDERWOOD RIGHT-OF-WAY AND A NORTH/SOUTH CORRIDOR ALONG THE BAKER CREEK CHANNEL SHOULD BE MAINTAINED.

MAJOR RECREATIONAL RECOMMENDATIONS THAT PERTAIN TO THE NEIGHBORHOOD INCLUDE IMPROVED PLAYGROUND FACILITIES AND THE CONSTRUCTION OF RESTROOMS AT THE SHUKSAN MIDDLE SCHOOL SITE. A TENNIS COURT SHOULD BE LOCATED AT ONE OF THE SCHOOL SITES, PREFERABLY SHUKSAN BECAUSE OF ACCESS AND PARKING.

Squalicum Creek is a resource that is important on both a neighborhood and a citywide basis. The existing Shoreline Management Master Program classifies the creek as Conservancy I to Meridian Street. This generally means that no fill, hard surfacing, permanent structures or storage can be located within 100 feet of the ordinary high water mark. In addition, the City's Comprehensive Drainage Plan (1973) recommends that a minimum setback of 150 feet be adopted to protect future development from flooding. The City, with assistance from the U.S. Department of Housing and Urban Development, is currently in the process of formulating flood plain boundaries on the basis of hydrologic criteria. Preliminary calculations indicate that the flood plain will include a majority of the bottomlands directly associated with the channel.

IT IS RECOMMENDED THAT THE ENTIRE SQUALICUM CREEK CHANNEL, FROM VALLEY WALL TO VALLEY WALL, BE PRESERVED AS AN OPEN SPACE AND RECREATIONAL CORRIDOR FOR BOTH FUNCTIONAL AND AESTHETIC PURPOSES.

The exception to this is through Area 16 where the railroad tracks should form the northern boundary.

THE CITY, IN CONJUNCTION WITH THE COUNTY, SHOULD DEVELOP THE NORTHWEST CORNER OF AREA 8, (LITTLE SQUALICUM PARK).

III. PUBLIC FACILITIES AND UTILITIES

Schools

The major improvements recommended for the school site is that toilet facilities be constructed at Shuksan similar in nature to the one recently completed at Battersby Field and that, if Area 7 is designated for Residential - Multi, a crosswalk with a variable speed sign above and below the walkway should be provided across W. Maplewood to the Shuksan site. If traffic loads warrant it in the future, then either warning lights or a pedestrian controlled traffic light should be installed.

Drainage

Many past drainage problems were dealt with as a part of the 1978 Street Overlay Program. The most severe drainage problem in Birchwood is the excessive infiltration/inflow into the sewer system. The problem is caused by both groundwater and storm run-off, with the latter being the most significant. The effects of storm water infiltration, i.e. backing up of the system, have lasted up to nearly a week after a large storm. The City, through the Public Works Department, is currently studying the problem and will be taking action to minimize it wherever possible; however, their actions will occur only on public property. Watercourses that are identified in the public facilities and utilities element of the plan to remain as open channels are Squalicum,

Baker, and Little Squalicum Creeks. No activities should be allowed that would reduce the capacity of these streams or alter their present state.

Water and Sewer

The sewer trunks serving the Northwest Avenue and W. Maplewood areas are limited to the amount of additional discharge that they can handle. It is anticipated that the development of apartment units in those areas will fully utilize the remaining capacity thus limiting expansion to the north of the city.

There are no significant potable water distribution problems in the neighborhood although pressure is low in some areas.

Libraries

The Library Board has related that there is a need for a full service branch library to be built in the Birchwood area. No specific site has been recommended; however, the facility should be located in a readily accessible area optimally served by an arterial. The residents have expressed agreement with the idea of locating the facility in their neighborhood.

MAP ARTERIAL ROUTES

IV. CIRCULATION

Arterials

The arterial system serving both the Birchwood and surrounding areas has been established and is presently in use. As a result, the recommendations presented here relate to the correction of existing problems, rather than proposals for new routes, with the exception of Roeder Avenue.

One problem, which does exist is the condition of W. Maplewood and its ability to carry the additional traffic that will be generated by apartment construction south of Alderwood.

THE FOLLOWING STREET STANDARDS ARE RECOMMENDED FOR THE PORTION OF W. MAPLEWOOD FROM ITS INTERSECTION WITH NORTHWEST AVENUE TO ALDERWOOD: A RIGHT-OF-WAY OF 72 FEET SHOULD BE ACQUIRED (THE PRESENT RIGHT-OF-WAY IS 60 FEET) AND A 44 FOOT CURB-TO-CURB PAVED STREET THAT WOULD ALLOW FOR FOUR 11-FOOT TRAFFIC LANES.

Additional amenities constructed in association with the street would be a 4-foot minimum landscaped strip between the street and a 5-foot wide sidewalk. The sidewalks and landscaped strips should be located on both sides of the street. In addition curb cuts from new development should be combined or kept to a minimum.

W. MAPLEWOOD NORTH OF ALDERWOOD SHOULD ALSO BE RESURFACED: HOWEVER, IT IS NOT NECESSARY TO WIDEN IT AT THE PRESENT TIME.

Traffic flows and expected future conditions are presented in the land use section for Area 1.

The Roeder Avenue Truck Route Report, published in June, 1978, deals in depth with the need for the construction of a route between Roeder Avenue and Marine Drive and the effects on the Birchwood area. A map showing the general location of the route is included in this section of the Birchwood Plan. Four alternative routes were examined and the alternative running east/west W. Illinois Street was selected because of the benefits of the route as compared to its adverse impacts on the neighborhood.

The advantages of the alignment include enhanced access to the commercial properties east of Lafayette Street (the gravel pit area) and west of Nome. It provides the opportunity for improved access to the Vocational Technical Institute and the proposed Little Squalicum Park and should reduce the amount of traffic circulating through the neighborhood.

The main disadvantage of the proposed route is that W. Illinois Street from Lafayette Street to Nome is currently a residential street. Many of the homes along W. Illinois are built near the street right-of-way, which is 60 feet wide. The construction of this route would require the acquisition of seven homes and adjoining properties to mitigate the impacts of traffic generated noise. It will also be desirable to construct noise attenuating berms and landscaping to isolate the remaining residences from the effects of the traffic noise and from visual impacts.

For more information concerning the route, copies of the study are available at the Public Works Office.

Neighborhood Street Standards

As was mentioned earlier in this plan, a majority of the circulation problems relating to neighborhood streets have been solved by the overlay program. A list of the streets in this program and a cross section of the paving widths are included in this report to show both the street widths and the improvements that have been done. The remaining streets are generally in good condition, with the exception of W. Maplewood.

THE ULTIMATE RESIDENTIAL STREET STANDARD FOR RESIDENTIAL STREETS IN THE BIRCHWOOD NEIGHBORHOOD SHOULD BE 28 FEET WIDE WITH CONCRETE CURBS, GUTTERS, STORM DRAINAGE AND SIDEWALKS.

CONSTRUCTION OF WALKWAYS OR BICYCLE LANES AS THE NEED BECOMES APPARENT SHOULD BE ALLOWED.

No recommendations are made relating to standards in Area 5 because the widths of streets should be designed in conjunction with the anticipated traffic. Standards will be recommended when a site plan for the area is presented to the Planning Office.

Bikeways

A 1978 report entitled Bicycle Facilities Planning done for the Bellingham Office of Planning and Community Development, details on both a five and a 25 year focus what actions are required to provide a safe and adequate bicycle transportation system citywide.

The general focus of the five year program is to provide for safe cycling on existing streets, while the 25 year focus is a combination of bikeways and open space and greenbelts that will serve as both a recreational facility and as a transportation system.

The recommendations presented here are excerpted from that report and are included to present the type of development that will be required in the neighborhood to meet its aforementioned five and 25 year goals.

THE FIVE YEAR PLAN IDENTIFIED IMPROVEMENTS FOR ARTERIALS ONLY, AND THE ONES THAT RELATE TO THE NEIGHBORHOOD ARE AS FOLLOWS:

1. PAVE RAMP AT NORTH END OF THE WEST WALKWAY ON BRIDGE AT THE INTERSECTION OF SQUALICUM PARKWAY AND ELDRIDGE AVENUE.
2. INSTALL SHARED USE LANE SIGNING ON THE FOLLOWING ARTERIALS IN THE BIRCHWOOD NEIGHBORHOOD: SQUALICUM PARKWAY, NORTHWEST AVENUE, W. MAPLEWOOD AVENUE, ELDRIDGE AVENUE, AND MERIDIAN STREET.
3. UPGRADE ELDRIDGE AVENUE/MARINE DRIVE FROM ITS INTERSECTION WITH SQUALICUM PARKWAY.
4. STRIPE AND RETROFIT ARTERIAL STORM SEWER GRATES TO ALERT CYCLISTS OF THEIR POSSIBLE DANGER ALONG NORTHWEST AVENUE, W. MAPLEWOOD AVENUE, MERIDIAN STREET, AND W. ILLINOIS STREET.

THE 25 YEAR PLAN IDENTIFIES A MERIDIAN STREET/NORTHWEST AVENUE CONNECTOR WITH BELLINGHAM GOLF AND COUNTRY CLUB PROPERTY AND THE SEABELL INVESTMENT'S PROPERTY DEVELOPMENT.

MAP, BIRCHWOOD LAND USE

SECTION V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

This low-density residential area makes up the bulk of the Birchwood Neighborhood and gives it much of this character. The lots in this area generally exceed 35,000 square feet with many of them approaching one acre in size. The lots are long and narrow and the combined open spaces in the rear of the lots contribute heavily to the rural character of the neighborhood. The lots generally are too narrow to be divided in width, so any subdivision would require multiple lot ownership and would result in the intrusion of residences into the interior open spaces. To maintain the existing development patterns in this area it is designated Residential, Single with a density of 20,000 square feet of ground area per dwelling unit.

This area includes the corridor along W. Maplewood Avenue from Alderwood Avenue north to the city limits. It is characterized by sound single family homes. Despite the opening of the Bakerview interchange, traffic volumes on W. Maplewood have not shown significant increases and in fact remain much lower than many of the city's other arterials where substantial single family areas exist. As to the question of whether or not commercial development in the adjacent county area near the interchange will result in significant increases in traffic volumes on W. Maplewood, it is felt it will not. While future commercial development near the interchange would, without doubt, increase the use of the interchange, it is unlikely that a large percentage of that traffic will leave the interchange area via W. Maplewood. Rather, the traffic that does exit at Bakerview will return to the freeway to continue to other activities at Meridian, Sunset, Lakeway, the Central Business District and Samish Way. When other alternatives are available, strip commercial and/or high density residential development should not be encouraged along every street which is speculated to have increased traffic volumes.

AREA 1 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 2

This area is currently a single-family area characterized by long, deep lots, south of McLeod Road and smaller lots north of McLeod. The 7,200 square foot density maintains the current pattern of development. Wherever possible, a vegetated buffer should be maintained or enhanced along Interstate 5.

AREA 2 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 3

The presence of several apartment complexes characterizes much of Area 3. The existing densities vary according to parcel size. The land use designation will allow one

unit for every 1,500 square feet, which is equivalent to 29 units per acre.

The density appears to fit the character of the area and would allow the existing pattern of development to continue.

High-density residential development and the resultant traffic increases close to Shuksan Middle School are an additional concern in this area.

Multiple family uses that are proposed in this area should be carefully reviewed to provide for adequate usable open space, landscaping, and other design standards to ensure their compatible integration with the site and the surrounding lots.

The Alderwood Avenue right-of-way, connecting Northwest Avenue to the existing Country Club should be preserved as development occurs.

AREA 3 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 4

This area has been deleted.

Area 5

This is the site of the Bellingham Golf and Country Club, which has been granted open space tax status. Because of the size of the parcel, the well-landscaped grounds and the desirability of preserving the existing clubhouse, it is felt that a Planned Residential classification is an appropriate designation. This would allow, if and when the property is developed, the flexibility in dwelling location that is necessary to take full advantage of the area. Access from this area should be carefully designed to minimize traffic problems. The Baker Creek flood plain should be protected from encroachment.

AREA 5 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 6

This area is the site of a motel and a currently vacant grocery store. It is felt that Area 6 is large enough to meet the demand for neighborhood commercial uses in this portion of the Birchwood Neighborhood.

AREA 6 LAND USE DESIGNATION: COMMERCIAL

Area 7

This area is characterized by a mix of single family homes, apartments, and scattered repair and service facilities. Commercial areas exist on either end of this area, which should provide sufficient land for those uses in this neighborhood. As stated in the Area 1 description, it is not desirable to encourage a Commercial land use classification along large portions of arterials when other options are available. The designation for this area would allow multiple family housing at a density dependent on the combination of existing lots of record. This designation would generate less traffic than a Commercial designation, which would help minimize the impact on school children walking to Shuksan Middle School. The increases in traffic on W. Maplewood Avenue are anticipated to be generated to a great extent by this residential multiple area. The street standard discussed in the Circulation section of this plan will provide a safe, efficient arterial to serve this area. The prerequisite consideration in the Land Use and Development Code relates to this improvement. Access onto W. Maplewood should be consolidated where possible to minimize the number of driveways. Single family uses should be buffered from new multi family construction where possible.

AREA 7 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 7A

This area was formerly commercially designated property but because of a lack of demand has been reclassified for apartment use. It is similar to the classification and description of Area 7 (and those comments apply here) but is different in that additional flexibility is given in the required interior side yard setbacks, so that the building design is not "barrack" like in appearance. For both building and parking areas residential multi setbacks should be applied. Wooden fences 6 feet high along the rear property line should also be required during site plan review. The adequacy of subsurface geology (from previous coal mine use) must be determined prior to any building permit issuance.

AREA 7A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 8

This is the Shuksan Middle School site and is designated as public.

AREA 8 LAND USE DESIGNATION: PUBLIC

Area 9

The area is currently in public ownership and is the site of the Birchwood Elementary School.

AREA 9 LAND USE DESIGNATION: PUBLIC

Area 10

This area, together with the adjacent commercial area in the Columbia Neighborhood, currently provides much of the retail and service needs of the northeastern portion of the City. Recent development in the Guide Meridian Neighborhood also meets this demand. It is felt that the size of a commercial area in this portion of the neighborhood should not extend the full length of any designated arterial route in accordance with a citywide goal of discouraging strip commercial development.

Much of this area has been mined in the past by the Bellingham Coal Company. There is a State law that presents standards for the reclamation of the shafts running from the surface to the ore bed. There is, at this time, a question concerning the adequacy of the reclamation of the shafts because of the potential for subsidence and the damage that could result, a prerequisite consideration is recommended for Areas 10 and 11 addressing the ability of the land to support development in its present condition.

AREA 10 LAND USE DESIGNATION: COMMERCIAL

Area 11

Because of the undeveloped nature of the property, the adverse effects that traffic generating commercial uses would have on the existing nursing home and the residentially classified area to the north, and the condition of Birchwood Avenue, the land use designation for this area is appropriate. Under a Planned Residential designation, most of the adverse impacts could be mitigated, the physical character and amenities of the property could be preserved, and the development potential of the property could be realized.

AREA 11 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, NO DENSITY SPECIFIED

Area 12

The designation for this area is Single-Family - Detached at 10,000 square feet per unit. This designation and the density reflect the existing pattern of development and the platting characteristics for the area. Little Squalicum Channel passes through this area

and should be protected as development occurs. Drainage in general should be of concern as this area develops.

AREA 12 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 13

The area is publicly owned and is used as the campus for the Bellingham Technical College. Parking for the school should not adversely affect the surrounding neighborhood. Access to and from the school on Eldridge Avenue is of particular concern for this area.

AREA 13 LAND USE DESIGNATION: PUBLIC

Area 13A

Area 13A was annexed to Bellingham in January 2002. It is approximately 7.5 acres in size and is bounded on the north by West Illinois Street and on the east by Nome Street. Bellingham Technical College (BTC) campus is adjacent to the area on the south. The area is publicly owned and is part of the BTC campus. Currently some parking is available in the area for college students and staff. The College anticipates considerable growth in student enrollment and expanded programs and has designated Area 13A for future expansion of the campus. Development of the area will include new classrooms, parking facilities, and relocation of the primary access from Nome Street to West Illinois Street. Improvement of West Illinois Street will be required before development of the area is allowed. Drainage systems should be developed and improved with roadway improvements and building or parking lot construction. The college will be required to provide a public, non-motorized pedestrian and bicycle access across this area as a connection to Little Squalicum Creek Park.

AREA 13A LAND USE DESIGNATION: PUBLIC

Area 13B

This area was annexed to Bellingham in January 2002. It is approximately .41 acre and is located between the Bellingham Technical College main campus and Little Squalicum Creek Park. A portion of Lindberg Avenue extending from the College property to Marine Drive is part of this area. Area 13B is publicly owned and is part of the Bellingham Technical College campus. Currently, student and staff parking is located on this site. Drainage systems should be developed and improved with roadway improvements and future building or parking lot construction.

AREA 13B LAND USE DESIGNATION: PUBLIC

Area 14

This area is platted into 4,480 square foot lots north of W. Connecticut Street and 5,600 foot lots south of Nequalicum. The zoning designation for the area would allow single-family structures at 4,000 and duplexes at 4,000 square feet per unit or 8,000 square feet per structure. The density reflects the existing pattern of development.

There are currently access problems to this area. The only way in and out of Area 14 is either through the neighborhood or out Nequalicum to Eldridge. In the first case, access is through a residential area; and, in the latter case, there are problems at an intersection with sight lines and with turning left off Nequalicum. Two possibilities exist for alleviating the problem; the improvement of the intersection at Nequalicum and Eldridge Avenues and the construction of the Roeder Avenue route or an acceptable alternative. When the latter is undertaken, care should be taken to minimize the impact on surrounding residences.

AREA 14 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM DENSITY

Area 15

This area is currently utilized as a gravel pit and is designated as a Planned Industrial area. Future plans for the area should be designed with the Roeder Avenue extension in mind. Squalicum Creek flows near this area and its shoreline and flood plain should be protected as development occurs. A vegetated buffer should be encouraged where the property abuts residential uses.

AREA 15 LAND USE DESIGNATION: INDUSTRIAL

Area 16

This area along Eldridge Avenue consists of established single family homes, some with good views of the bay. These views should be protected where possible. Access is a concern at the intersection of Nequalicum and Eldridge Avenue, where a sight distance problem exists. This intersection is important because it serves as an access to the vocational school and the residential area to the east of the school.

AREA 16 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 17

This is a residential area of large, older, well kept homes built on large lots, most of which have been short platted. In some cases, two dwelling units are built on one lot of record. A designation allowing duplexes is assigned to this area in order to allow the continuation of this pattern. A special condition for this area limits access to Eldridge Avenue to one access per existing lot of record. Views of the bay should be protected as well as the integrity of adjacent shoreline and flood plain areas.

AREA 17 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, LOW DENSITY

Area 18

Area 18 is owned by the City of Bellingham. It is approximately seven acres and comprises a linear strip of property that includes a portion of the Squalicum Creek Channel. Presently this area is undeveloped and is dominated by a second-growth deciduous riparian corridor. The dominate species in this area include Alder, Cottonwood, Big-leaf Maple, Willows, and Reed Canary-grass. The optimum use of this property is open space. The Squalicum Creek Park Master Plan states this area is to remain in its natural state.

Area 18

AREA 18 LAND USE DESIGNATION: PUBLIC

Area 19 and Area 20

Areas 19 and 20 in the Birchwood Neighborhood are linear strips of properties that include the Squalicum Creek Channel. The optimum use for the two areas is open space; however, because the property is in private ownership it is recommended that no development be allowed to occur until the flood plain boundaries have been delineated by an ongoing study by the U.S. Department of Housing and Urban Development. For land use classification purposes the areas have been designated the same as the adjacent properties in the Columbia Neighborhood. This was done because those uses are basically more compatible with the environmentally sensitive creek bottom area than are the more intensive uses in the Birchwood Neighborhood. Access to Squalicum Parkway should be designed with maximum traffic safety in mind.

Area 19

AREA 19 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 20

AREA 20 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, LOW DENSITY

Area 21

AREA 21 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 22

AREA 22 LAND USE DESIGNATION: COMMERCIAL

Area 23

This is the site of the fire station serving Birchwood and surrounding neighborhoods.

AREA 23 LAND USE DESIGNATION: PUBLIC

Area 24

This area comprises approximately 35 acres and is the site of Squalicum Creek Park. In 2002, the City of Bellingham purchased the property from Pacific Concrete, Inc. with 1990 Greenway Levy funds and 1997 Beyond Greenway Levy funds. The City was reimbursed with State grant funds in 2003 and is encumbered with a deed of right requiring perpetual use for recreation on the site. In January 2005, the Bellingham City Council approved the Squalicum Creek Park Master Plan.

Development of the site offers an excellent opportunity to meet the City's growing demand for athletic fields, trails, and open space areas. In addition to athletic fields, other recreation uses include a community pavilion, picnic shelters, children's playgrounds, off-leash dog area, basketball court, connections to regional trails and the

Squalicum Creek Park trail system.

Additional educational opportunities are provided as part of the passive park areas such as interpretive viewpoints, a park entry overlook near Birchwood Park, an outdoor classroom area, forest restoration areas, a backyard wildlife display area, and an integrated environmental play and education area.

AREA 24 LAND USE DESIGNATION: PUBLIC

As adopted by Ordinance No. 8868 and amended by Ordinance Nos. 8946, 9023, 9271 and 9491, 9686, 9772, 9991, 10490, 2000-12-094, 2001-12-088, 2004-12-087 and 2005-12-105.