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January 10, 2011

Bellingham Planning Commission
Planning & Community Development Department
210 Lottie Street
Bellingham, WA 98225

Members of the Planning Commission:

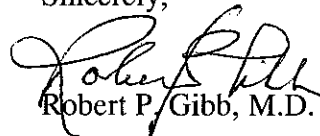
I write as former Medical Examiner and medical practitioner providing emergency services to citizens of Bellingham and Whatcom County in opposition to the rezoning request for the proposed Padden Trails project. This was a bad project when permitted in 2006 and will be worse with the proposed rezone. The area is bordered to the west by a cliff to the freeway, to the south and east by the Lake Padden Park forest and intersected to the north and east by a deep Padden Creek ravine. The only entrance is near the I-5 intersection moved east one block to decrease the impact on the already level F intersection. In the permitting in 2006, a requirement was a road for emergency access to be installed in the northeast corner across the ravine. Considering that emergency roads must handle huge fire engines and with the rezone request to build high rise condos & apartments, the largest hook and ladder vehicles, that emergency road must be one well built & maintained access road or bridge.

This huge high-density cul de sac proposal constitutes a major fire hazard to the future inhabitants. Much greenspace is proposed. In the late summer, when northwesterly thermals prevail and that steep hillside becomes a tinderbox, the required in dwelling sprinklers become a bad fire prevention joke. A fire at the lengthy entrance will prohibit fire fighting and other emergency vehicular access and prohibit escape by the inhabitants. The trail through the Lake Padden Park forest will be of little use for small children, the aged and the infirmed.

The periphery of the city, with the transportation limitations created by the bay and steep terrain, is not the place for high-density development. The I-5 Fairhaven Parkway intersection, already classified to be Level F, will be further compromised by this high-density development proposal. If approval is to be considered, access by a first class road capable of handling the fire department's largest fire fighting vehicles to Samish Way must be a requirement. .

Cul de sac developments should be discouraged or prohibited. The proposed development and rezoning request are for "spot zoning" at its worst.

Sincerely,



Robert P. Gibb, M.D.

CC: Gene Knutson, Barry Buchanan, Terry Bornemann, Michael Lilliquist, Seth Fleetwood

To:
Cc:
Bcc:
Subject: Fw: Padden Trails Rezoning Request



"58Lynx"
<58Lynx@comcast.net>
01/11/2011 02:22 PM

To <planningcommission@cob.org>
cc "MARV CARLSON" <marvcarlson@comcast.net>, "SNA-Eric Weight" <eric@weightlaw.com>, "SNA-Ken Bell" <ken_bell@comcast.net>
Subject Padden Trails Rezoning Request

Planning Commisioners,

We are apposed to any rezoning of the Padden Trails Development property. The changing from 20,000 sq ft to 6,000 sq ft zoning will greatly increase the number of potential units from 220 to over 730. Our concern is that the planned and approved traffic flow which exits onto Connelly at 34th Street for the present zoning is totally insufficient which was predicted to accommodate 2,000 trips daily. Rezoning will cause approximately 6,700 daily trips which is totally unsustainable. These approximations are based on the developer's own traffic flow analysis submitted in 2006 for then 220 units.

We are requesting the developers first obtain approved mitigation of severe traffic flow disruptions to the 34th street neighborhood (22 homes) and elsewhere before any rezoning is considered. The currently planned and approved traffic flow disruption for the 34th street neighborhood is already bad enough without adding to the impact.

Again, we are equesting that the Planning Commission deny this rezoning request.

Sincerely,

Rick & Nancy Chartrand
3510 Cody Ave.
Bellingham, WA 98229
360-933-1380

I will not speak to the unfortunate fact that the developers bought a very poor piece of property to develop nor were not able the develop it before the housing

market bubble popped and the economy sank into a deep hole.