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RECEIVED

June 3, 2008

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City of Bellingham  
Planning

Tim Stewart  
Planning & Community Development Director  
City of Bellingham  
Planning Department  
210 Lottie Street  
Bellingham, WA 98225

**Re: Fairhaven Highlands Preferred Alternatives**

Dear Mr. Stewart:

We are writing on behalf of our clients, Greenbriar Northwest Associates ("Greenbriar"), regarding our "preferred alternatives," as discussed in our meeting with you on May 22, 2008.

As discussed briefly, the need for future flexibility within the development is extremely important. The alternative we prefer is that which creates a clear set of rules for development within a clearly delineated development area. So long as we have carefully studied the biggest footprint that we believe necessary, then any applicant-driven change in housing styles and/or types, or reduction in units should rarely be a cause for concern. If we have analyzed the most intense traffic generation, it seems unlikely that varying the unit mix to produce fewer trips per residence would be problematic.

We believe that the street access possibilities to the site are limited to appropriate links to 16<sup>th</sup>, Chuckanut at Viewcrest, and if the City eventually wishes to do so, a connection easterly to 24<sup>th</sup>.

So, premised on the belief and assumption that our Planned Development Agreement will be designed to allow flexibility within the limits of the biggest development footprint, we identify Plans 4F and 2F as our preferred alternatives.

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Trip generation is slightly different based on unit types but we believe plan 4F's unit mix presents the highest peak hour traffic assumption, along with the possibility of some minor increase in building height in order to accommodate more multi-story units.

Plan 2F presents the same number of units (739) with more multi-family units and fewer single-family units than 4F. Access changes remain the same.

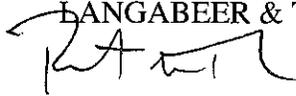
These identified alternatives, looked at together, express the maximum, most intense development footprint. Some of the alternatives identified in the Scoping Report are simply not feasible, which we believe has been confirmed with Public Works.

As for a 16<sup>th</sup> Street connection, we believe it may be simply an emergency vehicle access but agree its use as a street should be studied.

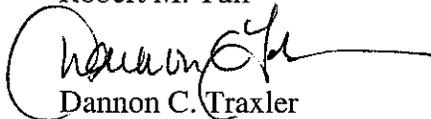
As for the 12<sup>th</sup> Street bridge, a structural and seismic study is clearly a State of Washington responsibility, and should be dealt with accordingly. We are informed that widening this bridge is also not feasible from a Public Works standpoint.

Recognizing that this process needs to get started as soon as possible, it is our intention that identifying our preferred alternatives in this letter will allow Mark Johnson to immediately commence with the DEIS. Additionally, we are requesting that a meeting take place as soon as possible, with you and Kim Spens, Mark Johnson, and the Public Works Department to discuss these alternatives and other issues.

Very Truly Yours,  
LANGABEER & TULL, P.S.



Robert M. Tull



Dannon C. Traxler

DCT: ao

cc: Greenbriar Northwest Associates  
Dick McKinley; Brent Baldwin; Rory Routhe, City of Bellingham Public Works  
Mark Johnson; ESA Adolfson