

## Downtown Bellingham Plan Comments from Boards and Commissions

Date Submitted:	Submitted By:	Comments/Recommendations:	Staff Recommendation: NC = No change to proposal C = Change to proposal DN = Discussion needed
2/11/14	Transportation Commission	<ol style="list-style-type: none"> <li>1. Connections with the Waterfront District are mentioned non-specifically on Page 44 and in POLICY 7.5. The City should encourage a grade-separated multi-modal connection to the Waterfront.</li> <li>2. GOAL 7.3 should emphasize safety. Insert “safely” between “network” and “accommodates”.</li> <li>3. The TC strongly supports POLICY 7.8. Insert “satellite” after “between” and delete the portion after “downtown Core”.</li> <li>4. In POLICY 7.10 insert “temporary pedestrian zones” after “bike corrals”.</li> <li>5. In POLICY 8.5 insert “, and connect to the transit system” after “long-term parking uses”.</li> <li>6. In POLICY 8.10 change “the” to “that” before “neighborhood”. Add a sentence “This would apply to the City Center Neighborhood”.</li> <li>7. Revise POLICY 8.15 to read “Provide safe and secure public bicycle storage facilities and on-street bicycle racks to meet the increased demand at transit centers, as well as near parking garages and public buildings.”</li> <li>8. Clarify how the Transpo Parking Study and its recommendations fit into the Plan.</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>C:</b> Add a policy under <b>Goal 7.3</b> to state: "Encourage a grade-separated multi-modal connection to the Waterfront".</li> <li>2. <b>C:</b> Revise <b>GOAL 7.3</b> to state: “Downtown’s sidewalk and trail network <u>safely</u> accommodates pedestrians and bicyclists and provides linkages to regional trail systems”.</li> <li>3. <b>C:</b> Revise <b>POLICY 7.8</b> to state: “Establish shuttles or other transit modes to transport people between <u>satellite</u> parking areas and the Downtown core, <del>particularly for special events and the holiday season</del>”.</li> <li>4. <b>C:</b> Revise <b>POLICY 7.10</b> to state: “Allow and support parklets, bike corrals, <u>temporary pedestrian zones</u>, and other creative uses of the right-of-way in appropriate locations to activate the street and provide public space”.</li> <li>5. <b>C:</b> Revise <b>POLICY 8.5</b> to state: “Peripheral lots and parking structures should be primarily dedicated to employee, resident and other long-term parking uses <u>and connect to the transit system</u>. Continue to price parking lots lower than on-street parking to maximize this type of use”.</li> <li>6. <b>C:</b> Revise <b>POLICY 8.10</b> to state: “Consider establishing a neighborhood parking benefit district(s) where net revenues from parking fees and fines are used to provide public improvements in the <u>City Center Neighborhood</u>.”</li> <li>7. <b>C:</b> Revise <b>POLICY 8.15</b> to read: “Provide safe and secure public bicycle storage facilities and on-street bicycle racks <u>to meet the increased demand at transit centers, as well as near parking garages, transit centers and public buildings</u>”.</li> <li>8. <b>C:</b> Revise the language regarding the <b>Downtown Parking Study</b> on page 53 to read: “<u>See the 2013 Downtown Parking Study for additional recommendations. Note: See the City Center Implementation Strategy for recommendations intended to address the</u>”</li> </ol>

			<i>parking goals and policies listed in this chapter</i> ".
2/11/14	Historic Preservation Commission	<ol style="list-style-type: none"> <li>1. Revise GOAL 3.6 to add "social" before "economic" and "and environmental" after "economic".</li> <li>2. Revise POLICY 3.17 to remove "small-scale" before "features".</li> <li>3. Revise POLICY 5.16 to add "unique history" after "atmosphere".</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>C:</b> Revise <b>GOAL 3.6</b> to state: "Downtown's historic buildings are preserved to maintain a link with the past and contribute to the <u>social</u>, <u>economic</u> and <u>environmental</u> vitality of the City".</li> <li>2. <b>C:</b> Revise <b>POLICY 3.17</b> to state: "The City should, whenever possible, uncover, preserve and restore historic landscape features such as rail tracks, brick streets, granite curbs, glass sidewalk prisms, and other <del>small-scale</del> features that tell the story of Downtown's layered history. If preservation is not possible, the City should photo document artifacts prior to removal".</li> <li>3. <b>C:</b> Revise <b>POLICY 5.16</b> to state: "Support efforts to develop a unified brand image and advertising campaigns, highlighting easy access, energetic atmosphere, <u>unique history</u> and strong local economy".</li> </ol>
3/12/14	Parks and Recreation Advisory Board	Recommended approval of the Downtown Bellingham Plan during their March 12, 2014 meeting.	<b>NC:</b> Noted.