

Public Comment

Fountain District Urban Village
Presentation of Draft Concepts Meeting
February 18th, 2010

Topics of Comment:

- Bike & Pedestrian Connections
- Meridian Streetscape – Existing and Proposed
- Elm Streetscape – Existing and Proposed
- Proposed Land Use Areas
- Residential Transition Areas
- Current Zoning & Height Limits
- Proposed Development Regulations for *Commercial Core and Commercial Transition Areas*
- Additions & Modifications to Existing Buildings
- Fountain Plaza Park Options

As a cyclist who was hit by a car on Elm St. last year, I know something needs to change on that street. Designated bike lanes are the way to go on Elm St.

• gutter @ Kushon/w/ Connecticut!
floods every year

• Camarge house

Small houses on Mendham = tall buildings

2-story houses on Elm - shorter?

I am concerned about commercial property owners being required to provide additional on-site parking - it seems unfair → severely limits potential uses of our property.

I would like to see parking addressed more. I live on Peabody Student Rentals put parking at a premium. I was parked in 3x in the past 2 weeks →

I love the model that makes FTN a "non-vehicle" walkable destination... but the reality is people will have cars, come in cars... It is already an issue.
Thanks.

Getting out onto
Meridian with
cars parked on
street is
hazardous

I don't like the
idea of encouraging
more street
parking on Meridian
it is hard enough
right now for people
to exit my driveway
(business on Meridian)

Elm Streetscape – Existing and Proposed

Yeah!
Commuter
bike lanes!

Time stop lights on
Elm St. to give bikes
a 5-second head start
on cars - helps traffic
flow and reduces
possibility of collision

Removal of on-street parking
on Elm combined with
increased on-site pkg req's
is painful → very limiting -
Any flexibility regarding
setbacks, etc. for these
new req's? Any "gives"
(ala Speakers) for "takes"

bike
racks
please!

Yes Please!
This is a very popular
bicycle route

- Getting rid of
parking on one side
of Elm is concerning.

- Height concern
on Meridian:
views of Lummi
Island & Mt. Baker
will be blocked
from Eastside Vallette
& Kulshan

PREFERRED HEIGHTS:
Core - 35' height

Opp. Core - 45'

- Sea of asphalt
between buildings - ugly.
- Lack of green space

Commercial zoned area
near Monroe & Meridian

Question whether it will
be economically realistic
to expect anyone to develop
a 45' or 55' high building
in the very limited space
between alley & Meridian

Keep existing
Zoning

← (VALLETTE ST
RTZ "TBD")

Keep
Zoning
as is

← (VALLETTE ST
RTZ "TBD")

DADU is
a great idea.

This is a great
sustainable idea that
enhances community.

- Change density
in RTZ 1 valley/
- Everybody to allow
Duplex's
- Green Factor

Great
idea!!

Too tall !!
2 stories max
& 3 stories
at "Opportunity"
sites

Max 45' for
opportunity zone
Com. Core Meridian
max 35'

241

35' max
height
no 55' buildings
in dense core
all next
to single family
family areas

Nothing over
35'

Doesn't MAKE
Sense

parking/
economics

Proposed
height too
tall -
35' max
Makes more
sense

**Proposed Development Regulations for
Commercial Core and Commercial Transition Areas**

Against increased
height limits in core -
lots too small -
will encourage
Combination of lots
& removal of existing
structure

Concerns about
lighting from
commercial buildings
shining on the
residential areas
across alleys.

Will drive small
locally owned
property owners
& bus. owners

~~MAX~~
25-30 FEET
MAX

on street parking
make visibility
coming onto street
very poor

Great ideas. Having
3-4 story in core area
is a good option. 1 parking
space/500ft² is way too
much for this area. Break
the car habit. 45-55'
is appropriate here.

**Proposed Development Regulations for
Commercial Core and Commercial Transition Areas**

Don't reduce
parking —
at least not
all over

Too much
regulation - all the
blgss will start to look
the same

GREAT!
WORK!
LOVE THESE
POSSIBILITIES

I'm concerned about
possible light pollution
for residents adjacent
to the proposed 45' +
55' buildings. Increased
lighting at night, especially
in parking lots across the
alley from homes, could
be a big nuisance.

Farmers
Market

possibility of
funding/grants
for local businesses
to maintain
"character?"
of the historic
buildings

How do you get
guidelines that actually
work + people will follow
to maintain character.
Suggestions probably won't
work.
Prevent bad ugly design

- Sidewalks on
Illinois
- ~~Too~~ ^{Too much} East/West
Traffic on Illinois
& Broadway
- Address increased
traffic in Nbhd's

Fountain Plaza Park Options

ELIMINATE LEFT
HAND TURN FROM
MONROE ONTO
MERIDIAN - VERY
CONGESTED WITH
STOP LIGHT, WITH
LIMITED VISIBILITY
FOR CARS PULLING
OUT, TOO MUCH
GOING ON WITH THE
NEEDED CROSSWALK.

hold a landscaping
party for area residents
when it is time to
landscape Fountain
Plaza - great community-
building project -

Keep it simple
So we don't
see it go downhill
when budget
restraints come up

Will Commercial
Transport
Truck Be Able
To NAVIGATE
around NARROW
STREET
corners?

I would prefer
a closed street
at "speakeasy"
rather than the
limited parking.
Ped. only would make
for a nice draw to
that area!

What happened to all
of the plans & ideas we
worked on for this park
a couple of years ago?

Where's the
Bus Stop