



Comments on Fairhaven UVP

Ray Dellecker to: GAucutt

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Cc: JThomas, HAven, "Matt Christman", "James Spaich", JWeiss,
GKnutson, CLehman, SSnapp, TBornemann, MLilliquist, SFleetwood

To the Planning Commission:

I object to the proposal to rezone the area on the west side of 14th Street between Larrabee and Wilson to RT4. This property should remain residentially-oriented for several important reasons:

1. Street views and usages are currently more uniform with the zoning boundary in mid-block (between 13th and 14th) than they would be if the boundary shifted half a block east. It is more logical that both sides of 14th look and feel the same, rather than allowing commercial and higher densities on one side of the street and residential usage on the other side. Leaving the boundary mid-block will contribute to a consistent ambience on 14th thereby avoiding usage-conflict. In fact, I would favor using mid-block boundaries elsewhere in the city whenever the opportunity arises, and I strongly urge you to not go in the opposite direction.
2. Rather than allowing or encouraging greater density and usage at the eastern periphery of the Fairhaven urban village (ie along 14th), much more emphasis should be placed on in-fill, using spare and underused property toward the center of the village. For example, the vacant block north of Village Books, the property at 12th and Harris where the hot dog stand is located and to the east of the hot dog stand, Haggens parking lot, and Wynns drive-in are all prime opportunities for greater usage and density. We should emphatically not spread out more, until and unless there is proper use of the parcels within the core. While we can't force current owners of these properties to develop up, zoning can and should foster a climate where their parcels' value is enhanced by not diluting the land supply.
3. 14th Street is a direct access link to the trail system and park south of Fairhaven Parkway. The nature of 14th should be preserved, and in fact enhanced, to encourage pedestrian and bicycle traffic, not automobile traffic.

Respectfully submitted,
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