

# Public Comment Tracker – Fountain District *(Includes comments received through 6/17/10)*

Item #	Date Received	Name	Public Comment	Staff Recommendation NC = No change to proposal C = Change to proposal	Planning Commission Recommendation NC = No change to proposal C = Change to proposal
1A	4/13/10	Flip Breskin Cherry Street Columbia Neighborhood	<p>Ms. Breskin expressed concern that if parking is removed from one side of Elm and Northwest traffic lanes will appear visually wider and traffic speed will increase, adversely affecting pedestrian safety especially for children crossing the street on their way to school. She said that speed has increased on Cornwall Avenue as a result of parking removal on one side.</p> <p>Ms. Breskin cited that on-street parking tends to slow traffic down, and that cities like Portland and San Francisco leave parking on the streets when it is needed by the surrounding businesses or residences, serving to calm traffic by making the street seem narrower. She cites Page 27 of the 1996 "Portland Bicycle Plan."*</p> <p>* The 1996 Portland Bicycle Master Plan was updated in February, 2010 and can be found at the following link:  <a href="ftp://ftp02.portlandoregon.gov/PBOT/Bicycle_Plan_for_2030/Plan_Documents/Complete_Plan/Portland_Bicycle_Plan_for_2030_as-adopted.pdf">ftp://ftp02.portlandoregon.gov/PBOT/Bicycle_Plan_for_2030/Plan_Documents/Complete_Plan/Portland_Bicycle_Plan_for_2030_as-adopted.pdf</a></p>	<p><b>NC:</b> Because the existing widths of Elm and Meridian Streets from curb to curb are only 44' and are not sufficient for two travel lanes, parking on both sides of the street and striped bike lanes, staff and the public had the difficult task of developing a proposal that would serve pedestrians, bicyclists, residents and businesses, in addition to the automobile.</p> <p>The Transportation Element of the City's 2006 <i>Comprehensive Plan</i> specifically lists Northwest, Elm, and Dupont as a "high priority" corridor for bike lanes. The goal of parking removal on Elm Street between Broadway and Connecticut is to implement this <i>Comprehensive Plan</i> Element, and increase safety for bicyclists on a key north-south bike arterial route by designating a portion of the roadway solely for bicycle traffic. Bike lanes help to separate motor vehicle and bicycle traffic, increase driver awareness of cyclists, and increase predictability of bicyclist and motorist movements.</p> <p>Compromises were necessary, and resulted in the final proposal to retain parking on both sides of Meridian to serve the more intense commercial activity and encourage pedestrian use in conjunction with the proposal to remove parking on one side of Elm Street to increase bicyclist safety by striping bike lanes. The proposal is that Elm Street be marked with 8' wide parking spaces striped on one</p>	<p><b>NC:</b> Per Staff's recommendation</p>

				<p>side of the street, allowing for two 6' wide bike lanes and two 12' travel lanes as illustrated on Page 29 of the <i>Subarea Plan</i>, which elaborates that "<i>The main goals are to prioritize the bicyclist, and to narrow the perceived width of the street by adding bulb-out crossings, landscaping and street trees, as well as striping bike lanes and on-street parking spaces.</i>"</p> <p>On Page 30, the <i>Plan</i> also identifies the policy to:</p> <ul style="list-style-type: none"> <li>▪ <i>Narrow the perceived width of arterials by striping parking spaces, and where possible, bike lanes.</i></li> </ul> <p>The <i>Subarea Plan</i> proposal for parking removal considers the following factors:</p> <ul style="list-style-type: none"> <li>▪ Along streets with lower-density development (Elm as compared to Meridian) parking is often underutilized, resulting in stretches of wide travel lanes, encouraging higher speeds and unpredictable motor vehicle and bicycle travel paths. Striping the street face demarcates the bike lane from the parking lane and the auto travel lane, and effectively narrows the width of the motorist travel lane from 14' (or 22' when there are no cars parked on the street) to a 12' travel lane.</li> <li>▪ The <i>Subarea Plan</i> proposes that curb bulb-outs with street trees be constructed on the parking lane side of the street to improve pedestrian crossing safety, create the opportunity to add street trees and streetscape, and to physically narrow the width of the street</li> <li>▪ Additionally, the <i>Subarea Plan</i> proposes</li> </ul>	
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				<p>enhanced crossings (with flashing lights) for Elm / Northwest at Connecticut Street to improve safety for pedestrians traveling east / west across the arterial.</p> <p>With the implementation of the proposed improvements it is predicted that driver behaviors will be more compliant with the 25 mph limit than what is currently observed.</p> <p>Regarding the assertion that traffic speeds have increased on Cornwall Avenue since parking was removed on one side to accommodate the installation of bicycle lanes – this is not supported by actual traffic counts conducted before and after removal of parking. To date, the Public Works Department has not received complaints from residents or businesses about increased traffic speeds.</p> <p>It is anticipated that with the proposed improvements to the Elm Street corridor traffic speeds will actually decrease.</p>	
1B	4/13/10	Flip Breskin (cont)	Ms. Breskin identified that there are parallel, quiet streets a block away (Kulshan & Peabody) that could be used for bicycles more safely. She expressed strong support for bulb-outs and good crossing signals.	<b>NC:</b> The Dupont / Elm / Northwest corridor provides a crucial connection for bike commuters between downtown Bellingham and areas north of I-5 and provides access to Whatcom Community College, Bellis Fair Mall and the Cordata area. Kulshan and Peabody Streets are appropriate for slower-moving local (neighborhood) bicycle traffic that includes children and less-experienced riders within the Fountain District area, but do not provide the broader high-speed commuter link through the urban village.	<b>NC:</b> Per Staff's recommendation
1C	4/13/10	Flip Breskin (cont)	Ms. Breskin wrote that visible and easily accessible parking is essential to the future of small businesses located in the houses along	<b>NC:</b> Staff considered the impacts removing parking on one side of the street would have to businesses along the Elm Street corridor.	<b>NC:</b> Per Staff's recommendation

			<p>Elm Street, and is concerned that these businesses will fail if they lose on-street parking. She added that in the future, bus service may be more widely utilized and parking will be less necessary, but that this is not currently the situation.</p>	<p>The current on-street parking use was surveyed in the summer of 2009, and showed that only 10 and 30% of the parking spaces along Elm Street were occupied between during the day (see the <i>Fountain District Urban Village Parking Capacity Study, December 2009</i> on the City website: <a href="http://www.cob.org/documents/planning/urban-villages/fountain-district/fd-meeting-materials/2009-12-parking-study.pdf">http://www.cob.org/documents/planning/urban-villages/fountain-district/fd-meeting-materials/2009-12-parking-study.pdf</a> ). This survey, while not exhaustive, does reflect the parking habits between 8:00 am and 5:00 pm on both weekdays and weekends. This reflects that additional capacity may be available to accommodate additional on-street parking as the area continues to develop.</p> <p>The decision to remove parking was also based on the existence of alley access to properties, and the analysis of the number of spaces that could be accommodated by residences and businesses in the rear of existing buildings. It was determined that four spaces, including one handicapped space, could be provided on a 50' wide lot.</p> <p>After evaluating the potential impacts that could result from removal of parking on one side of the street, the original proposal to designate the entire stretch of Elm Street between Broadway and Connecticut as a Commercial Transition area was altered to include only the area south of Monroe (currently zoned Multi-Family / Offices Allowed) and the five historically commercial properties north of Monroe.</p>	
1D	4/13/10	Flip Breskin (cont)	<p>Ms. Breskin suggested that as a worst-case scenario the City might consider removing parking for an hour at rush hour, but allow for parking the remainder of the day. She</p>	<p><b>NC:</b> Removal of parking during peak hours is typically only done to increase vehicle capacity and reduce congestion, whereas the reason for removing parking on Elm is to</p>	<p><b>NC:</b> Per Staff's recommendation</p>

			observed, at 10:30 PM on a Wednesday night, at least 24 cars parked along Elm Street between Broadway Ave. and Connecticut Street, and pointed out that this illustrates the numerous residents that could potentially be impacted by parking removal. She also said that people using wheelchairs would be adversely impacted by having parking removed on their side of the street, especially on an arterial such as Elm Street.	install bike lanes. Removal of parking during peak hours would provide a bicycle facility for approximately two hours per day and create an enforcement issue for parking violations, as well as the inability for bicyclists to have dedicated space on the street when parking restrictions are not observed.	
1E	4/13/10	Flip Breskin (cont)	Ms. Breskin noted that there is no proposal to remove on-street parking in Fairhaven and asked why the Fairhaven District was treated differently than the Fountain District.	<p><b>NC:</b> The Fairhaven District is different from the Fountain District in several ways:</p> <ol style="list-style-type: none"> <li>1. Fairhaven is far more densely developed with commercial retail stores and residences, both of which necessitate more on-street parking than is necessary in the Fountain District.</li> <li>2. The Fairhaven commercial core is not bisected by two principal arterial streets, as is the Fountain District. The Dupont / Elm / Northwest corridor connect Columbia, Cornwall Park, Birchwood, and other northern neighborhoods with downtown services.</li> <li>3. Fairhaven has a core grid street system with small blocks and stop signs at every intersection. This results in very slow vehicle speeds, which allows bicyclists to travel at the same speed as traffic, eliminating the need for bike lanes.</li> <li>4. Bike lanes already exist on several of the arterial streets that lead to the Fairhaven commercial core, such as Boulevard / 11<sup>th</sup>; Old Fairhaven Parkway; and Donovan / 10<sup>th</sup>. Bike lanes will be required on both sides of West Harris as new development is proposed.</li> </ol>	<b>NC:</b> Per Staff's recommendation

2A	4/13/10	Louise Bjornson Birchwood Neighborhood	Ms. Bjornson expressed concern that removing parking from Elm / Northwest would adversely affect residents and businesses on the street, and that the <i>Fountain District Urban Village Subarea Plan</i> policies were contradictory, stating “more parking is needed” while also proposing to “remove on-street parking.”	<p><b>NC:</b> The <i>Subarea Plan</i> identifies that parking is needed in the Commercial Core and that strategies to maximize on-street parking should be utilized (see Page 30 of the <i>Plan</i>; Public Parking Policies:</p> <ul style="list-style-type: none"> <li>▪ <i>Wherever possible, add on-street parking to the Commercial Core of Meridian Street and all side streets.</i></li> </ul> <p>The goals of policies outlined in the <i>Subarea Plan</i> strive to strike a balance between the sometimes-conflicting objectives of pedestrians, bicyclists, motorists, residents and business owners. In seeking this balance the <i>Subarea Plan</i> prioritizes the pedestrian and motorist in the Commercial Core along Meridian, and the bicyclist on Elm.</p>	<b>NC:</b> Per Staff's recommendation
2B	4/13/10	Louise Bjornson (cont)	Ms. Bjornson said it is critical to the success of the area businesses and the urban village to be accessible to pedestrians and have parking available for customers and residents.	<b>NC:</b> See Staff Response #1C	<b>NC:</b> Per Staff's recommendation
2C	4/13/10	Louise Bjornson (cont)	Ms. Bjornson expressed concern that speeding on Elm and Northwest will occur if parking is removed, stating that cities like Portland and San Francisco leave on-street parking for businesses and residences to slow traffic down -- that people tend to speed without cars parked on the street. She said she was concerned about pedestrian safety, especially for children crossing the street on their way to school.	<b>NC:</b> See Staff Response #1A	<b>NC:</b> Per Staff's recommendation
2D	4/13/10	Louise Bjornson (cont)	Ms. Bjornson asked why the Fairhaven District is treated differently than the Fountain District, seeing as there is no proposal to	<b>NC:</b> See Staff Response #1E	<b>NC:</b> Per Staff's recommendation

			remove on-street parking in Fairhaven.		
3	4/26/10	Nick Hartrich Sustainable Connections	Mr. Hartrich wrote that he did not see any reference to LEED ND in the conclusions page.	<b>NC:</b> See pages 15-17 in the <i>Subarea Plan</i> for a summary of the project's LEED-ND analysis.	<b>NC:</b> Per Staff's recommendation
4	4/26/10	William Boyd City of Bellingham Fire Chief	Chief Boyd pointed out that there was a lot of mention of WTA, but did not see any consideration for emergency response needs as part of the transportation corridor proposal.	<b>C:</b> Accommodating the needs of the City's Fire and Emergency Response Vehicles was tantamount in planning for the circulation and transportation element of the district. The last sentence of the first paragraph on Page 23 of the <i>Subarea Plan</i> will be edited to read as follows: " <i>Meridian and Elm Streets both serve the City's Fire and Emergency Response vehicles and Whatcom Transit Authority (WTA) bus service on a continuous basis.</i> "	<b>C:</b> Per Staff's recommendation
5A	4/26/10	Renee Ragsdale Peabody St Cornwall Park Neighborhood	Ms. Ragsdale asked for clarification about the zoning change in the RT1 (Residential Transition 1) area, saying that she was unable to find specifications for building heights, FAR, etc. She added that on Page 18 of the <i>Subarea Plan</i> BMC 20.28 Infill Housing is cited as a guide for development in the RT1 zone, and asks where this document can be found.	<b>NC:</b> Upon the adoption of the Infill Housing code (BMC 20.28) in August of 2009, all areas zoned "Residential Multi-Duplex" permitted the new housing types of Small House, Smaller House, Cottage, Detached Accessory Dwelling Unit, Carriage House and Duplex. The Infill Housing Guidelines go into more detail about each of these housing types, including allowable building heights and FAR, and can be accessed on the City website at <a href="http://www.cob.org/documents/planning/growth/urban-infill-toolkit/2009-07-27-exhibit-a-clean%20copy.pdf">http://www.cob.org/documents/planning/growth/urban-infill-toolkit/2009-07-27-exhibit-a-clean%20copy.pdf</a> or in the Permit Center in City Hall.  Pages 4 and 5 of the proposed Development Regulations (BMC 20.37.220, Table .220-A: Permitted Uses) identify which types of housing are allowed in both the RT1 and RT2 areas.	<b>NC:</b> Per Staff's recommendation
5B	4/26/10	Renee Ragsdale	Ms. Ragsdale expressed concern about the 55-foot height limit for the Haggan	<b>NC:</b> In composing the development regulations for the Commercial Core,	<b>NC:</b> Per Staff's recommendation

		(cont)	<p>“Opportunity Site,” and the potential for increased noise and light pollution that might result from such a large structure.</p>	<p>Commercial Transition and Opportunity Site areas, staff analyzed how impacts to the abutting Residential Transition areas could be minimized in regards to increased height, traffic noise and light pollution effects.</p> <p>For details, see Page 8 of the Development Regulations (BMC 20.37.230C.2) to review how the increased height is proposed to be mitigated and how commercial development will interface with adjacent residential areas. See Page 14 (BMC 20.37.280) for the guidelines for lighting design in the Commercial Core and Commercial Transition areas.</p> <p>In regards to increased noise pollution from the commercial areas, this will be lessened as development occurs and buildings replace the vast surface parking areas that line Meridian and create "noise bounce" to the adjacent residential areas.</p>	
5C	4/26/10	Renee Ragsdale (cont)	<p>Ms. Ragsdale expressed concern about the potential for increased parking in the Residential Transition areas, which may overflow from the Commercial Core and Commercial Transition areas.</p>	<p><b>NC:</b> Potential impacts to residential areas from overflow parking in the Commercial areas were considered and are addressed in the <i>Subarea Plan</i> Public Parking Policy on Page 30: <i>"Consider creating a Residential Parking Zone (RPZ) if needed to limit parking encroachment from Commercial areas into adjacent residential streets as development occurs."</i></p>	<p><b>NC:</b> Per Staff's recommendation</p>

5D	4/26/10	Renee Ragsdale (cont)	Ms. Ragsdale asked about how the poor drainage on Peabody and other residential streets will be addressed in the plan.	<p><b>NC:</b> Many of the residential streets in the urban village area do not have curb and gutter (or storm drains) and thus, during the rainy season experience poor drainage in the planting strip between the sidewalks and the auto travel lane. This problem is often made worse by cars parking on the planting strip, compacting soils and decreasing natural drainage capacity.</p> <p>The <i>Subarea Plan</i> calls out this issue on Page 26, under <i>Streetscape Policies</i>:</p> <ul style="list-style-type: none"> <li>▪ <i>On residential streets where curb and gutter do not exist, encourage private property owners to demarcate the travel lane, parking spaces and planting strips, or form Local Improvement Districts to fund street improvements. Standards for upgrading streets should be consistent with the predominant character of the neighborhood.</i></li> </ul> <p>While there is currently no funding to construct stormwater and drainage improvements on residential streets, the City will make a concerted effort to fund the construction through grants and other strategies. However, grant funds may not be sufficient to pay for all street improvements.</p>	<b>NC:</b> Per Staff's recommendation
6	5/4/10	Elizabeth Hartsoch Columbia Neighborhood	Ms. Hartsoch expressed support for removing parking on Elm and Northwest, saying that she frequently bikes on Elm/Northwest and disagrees with the assertions that removing parking will speed up traffic. She stated that traffic is already too fast on this corridor, and that she frequently has difficulty crossing Northwest with her son on the way to preschool.	<b>NC:</b> The proposal removes parking on one side of Elm Street, adds bike lanes, and implements calming measures to slow traffic and increase pedestrian access and safety.	<b>NC:</b> Per Staff's recommendation

			<p>She continues that Elm / Northwest is so wide that the parking is not a sufficient traffic calming measure. Traffic calming is needed, but it is not provided by existing parking. Because on-street parking is underutilized, bikes riding on the corridor are squeezed between cars travelling in the middle of a too-wide lane and the occasional parked car sticking out from the side. Ideally, the corridor would benefit from removing parking on one side, adding bike lanes, and implementing effective calming measures to slow traffic and increase pedestrian access and safety.</p>		
7	5/10/10	Colleen Hyde Park Street Columbia Neighborhood	<p>Ms. Hyde commented that she is opposed to the Fountain District plan, and is concerned that similar developments in Vancouver and Seattle have led to more neighborhood crime. She also said that Park, Elizabeth, and Walnut Streets are full of potholes, and tax dollars should go for neighborhood street repairs. She also wondered why no speed bumps are allowed.</p>	<p><b>NC:</b> Plans for the urban village will create the opportunity for a small increase in housing density, which may create more housing option choices and serve a population that is more diverse in range of incomes, ages and lifestyles.</p> <p>The streets in need of repair cited by Ms. Hyde are outside of the Fountain District Urban Village boundaries, and were not addressed in the Subarea Plan.</p>	<b>NC:</b> Per Staff's recommendation
8	5/10/10	Jonathan Knowles	<p>Mr. Knowles identified the <i>1996 Portland Bicycle Master Plan</i> as an excellent reference from a major bicycling community, and noted that Bellingham City planners should use this document when planning for a bicycling community. He summarized that the document identifies that in creating Safe Biking Riding and Bike routes, parked cars have been shown to create a traffic calming effect. He says that traffic speeds have increased on Cornwall Avenue as a result of the wider lanes that were created when the bike lanes were installed, and that speeds on Cornwall now average between 30 MPH and 40 MPH in a posted 25 MPH limit. Faster car</p>	<b>NC:</b> See Staff Response #1A	<b>NC:</b> Per Staff's recommendation

			<p>traffic equals unsafe bicycling.</p> <p>He expressed that he feels the city planners are focused on increasing traffic volumes and speeds through our neighborhoods to get cars downtown rather than bike safety. Painted Bike lanes achieve this result in defining wider traffic lanes. Rather than looking at alternate modes of transportation to the new Waterfront District that is predicted to bring thousands of people into the city daily, it would appear that planners are focused on how to get more cars in and out. Eyeing streets like Sunset, Cornwall, Northwest, Elm and Meridian as 2-lane thoroughfares.</p> <p>Mr. Knowles said that the focus should be to keep our neighborhood safe, intact and preserving its history and character for our families and future generations.</p>		
9A	5/12/10	Lorraine Wilde Victor Street Columbia Neighborhood	<p>Ms. Wilde wrote in support of the changes to improve the multi-modal use of the Fountain District Urban Village, specifically changes to increase the safety of pedestrians and bicyclists. She identified that she and her children bike, walk, bus, and drive through the area on a daily basis. She said she has read the arguments opposing the proposal to include bicycle lanes on Elm Street, one argument being that traffic speed has increased since bike lanes were included along Cornwall Avenue. She notes that no formal study has been completed to confirm or deny this assertion, and that it is important for city long-term planning to determine if increased car traffic speed is indeed an unexpected side effect of bike lane introduction. She proposed that an inexpensive, yet adequate, study be conducted along the area of the recent Cornwall Avenue upgrade to increase the information base available for future decision-</p>	<b>NC:</b> See Staff Response #6	<b>NC:</b> Per Staff's recommendation

			making.		
9B	5/12/10	Lorraine Wilde (cont)	Ms. Wilde encouraged the introduction of signage warning of pedestrian crossing, limited sight distance, or other appropriate warning, or potential traffic revision near the intersection of Elm / Northwest at W. North Street.	<b>NC:</b> The <i>Fountain District Urban Village Subarea Plan</i> recommends that an enhanced crossing (pedestrian-activated flashing light) be added to the intersection of Connecticut Street and Northwest Avenue to improve the ability for pedestrians and bicyclists traveling east/west to safely cross the arterial. The preferred crossing was identified at W. North Street, but due to the inability to mitigate the physical obstacles at this intersection, Connecticut was selected as the preferred and safest crossing.	<b>NC:</b> Per Staff's recommendation
10	5/12/10	Mary Corcoran and Don Trosset Northwest Ave. Columbia Neighborhood	Ms. Corcoran and Mr. Trosset wrote that they own a house on Northwest Ave. near the W. Illinois intersection and are concerned that parking may be removed from their street. They are concerned that residents without large driveways will have difficulty when having company, etc., and ask that the City does not make Northwest Avenue a thoroughfare, as it is currently very busy and traffic already moves above the speed limit.	<b>NC:</b> See Staff Response #1C and #1A	<b>NC:</b> Per Staff's recommendation
11	5/13/10	Rae Edwards Lettered Streets Neighborhood	Ms. Edwards asked for clarification regarding the purpose of the proposals, below, and asked if the goal was to help move people through the neighborhood to the waterfront.  <i>"The three key proposals presented to the Transportation Commission for recommendation include the following:</i> 1. <i>Elm Street preferred alternative to remove parking on one side of the street to allow 5-foot wide bike lanes to be installed on each side;</i>	<b>NC:</b> Northwest and Meridian are both currently classified and function as "principal arterial streets" with high volumes of daily traffic. These principal arterials are also primary fire and emergency medical response routes, major connections to the downtown area, and Northwest is a high-frequency transit route. The goals of the <i>Fountain District Urban Village Subarea Plan</i> policies are to enhance these streets without compromising their ability to function as principal arterials, emergency response	<b>NC:</b> Per Staff's recommendation

			<p>2. <i>Adoption and implementation of a Bike Boulevard concept designed to enhance bicycle and pedestrian movement into and through the area; and</i></p> <p>3. <i>Proposed alterations and improvements to Fountain Plaza Park and Monroe Street right-of-way to enhance community space.</i></p>	<p>routes, and transit routes. While Elm / Northwest and Meridian may be affected by future development on the waterfront, the <i>Subarea Plan</i> proposals are not connected to the waterfront planning.</p>	
12	5/13/10	Peter Roberts Columbia Neighborhood and President of the Eldridge Society for History and Preservation	<p>Mr. Roberts writes that during last month's quarterly meeting of The Eldridge Society for History and Preservation there was a 100% consensus and a request that he draft a letter requesting not to remove any parking along Elm Street to accommodate bike lanes. He said that comments included: <i>"It is not fair to the businesses located there"</i> and <i>"The cars will go too fast."</i> He also said that parents of school aged students voiced concern for their children's safety if cars would be moving much faster because of the wider appearing roadway.</p> <p>He stated that it does not make sense that the City in its proposal for the Fountain District <i>Plan</i> is calling for more parking, but that they are proposing to take away parking.</p>	<b>NC:</b> See Staff Response #1A	<b>NC:</b> Per Staff's recommendation
13A	5/14/10	Mary Ellen Grimes Lettered Streets Neighborhood	Ms. Grimes asks what "BMC" stands for.	<b>NC:</b> BMC is the acronym for "Bellingham Municipal Code"	<b>NC</b>
13B	5/14/10	Mary Ellen Grimes (cont)	Ms. Grimes asks if the school property on Dupont Street (currently zoned "Public" and proposed to be included in the Commercial Transition area) is still owned by the school district, and if it is still used as an administration building.	<b>NC:</b> The Bellingham School District still owns the property and uses it as an administration building. It was included in the Commercial Transition area in the event that if it did change ownership it could be developed – or adaptively reused – as any of the allowable uses within the Commercial Transition	<b>NC:</b> Per Staff's recommendation

				designation.	
13C	5/14/10	Mary Ellen Grimes (cont)	Ms. Grimes asks about the goal for the two properties now proposed as "Commercial Transition" at the corner of Girard and J Streets. She asked if the northeast lot, currently zoned Single Family but used as a parking lot, and whether it would be allowed to continue to be used in this way.	<b>NC:</b> In designating the small section on Girard at J Street the location and existing conditional uses of the properties were considered. Under the Commercial Transition designation the use of the property as a "Parking Facility" would not be permitted.	<b>NC:</b> Per Staff's recommendation
13D	5/14/10	Mary Ellen Grimes (cont)	Ms. Grimes asks why the Commercial Core designation has crossed Broadway into the Lettered Streets at Girard (ends at the small Commercial Transition designation), and if there is a particular reason for that area to be Commercial Core.	<b>NC:</b> The "notched" section along Broadway was included in the Commercial Core area because it includes a parcel that is contiguous with the commercial building (restaurant) that is located within the Commercial Core.	<b>NC:</b> Per Staff's recommendation
13E	5/14/10	Mary Ellen Grimes (cont)	Ms. Grimes asks what "Minimum Lot Size - None" on Page 7 of the Development Regulations BMC 20.37.220 "Permitted Uses" means.	<b>NC:</b> The "None" for minimum lot size in Commercial Core and Commercial Transition zones means that there is no minimum lot size requirement for commercial development in these areas.	<b>NC:</b> Per Staff's recommendation
14	5/17/10	Sara Stamey	Ms. Stamey stated that the on-street parking should be retained. She is in agreement with Ms. Bjornson's research, and feels that Cornwall has become more dangerous for bicyclists since the on-street parking was removed.	<b>NC:</b> See Staff Response #1A	<b>NC:</b> Per Staff's recommendation
15A	5/18/10	Villene Lansberry	She expressed concern that the decisions being made today "could change the sense of small town community forever," and encouraged the historic nature of the Fountain District to be preserved.	<b>NC:</b> Preservation of the historic buildings along Elm Street (in particular those contributing to the Eldridge Historic District) and along Meridian was a primary consideration in planning for allowable FAR,	<b>NC:</b> Per Staff's recommendation

				height, parking requirements. Staff created special development code for modifications and additions to existing buildings to meet the preservation goals for the Commercial Core and Commercial Transition areas. See proposed BMC code 20.37.230 for details.	
15B	5/18/10	Villene Lansberry	<p>She wrote that she thought there should be a larger Commercial Core area with the following boundaries:</p> <ul style="list-style-type: none"> <li>- Meridian from Broadway to Illinois</li> <li>- Elm St to Northwest from Broadway to Connecticut (including the triangular property)</li> <li>- &amp; inclusion of Elm and Kulshan as well.</li> </ul> <p>She stated that the plan that calls for a smaller core with transition areas along Elm street is acceptable.</p>	<p><b>NC:</b> The boundaries for the Commercial Core and Commercial Transition areas were based on analysis of current zoning, existing conditional use permits, parking availability and input from property owners in the adjacent residential areas.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
15C	5/18/10	Villene Lansberry	<p>Height Limits:</p> <ul style="list-style-type: none"> <li>- She would not like to see anything above two stories throughout the entire area (except perhaps the Haggen and Fountain Drug properties)</li> </ul> <p>She stated that in an effort to keep the existing neighborhood character, the height limit should not be changed. She pointed out the size of the lots and stated that in order for anything to be developed in the Fountain District, lots would have to be combined; in her opinion, this action would not only change the character of the neighborhood, it would not be favorable to the local small businesses.</p>	<p><b>NC:</b> Current height limits in the Commercial Core are 35'. In the Commercial Transition areas current maximum allowable heights range from 35' to 45'. Single-family homes in the surrounding residential areas are also limited to 35' feet. A maximum height set at 25' would make many existing buildings non-conforming.</p> <p>Regarding lot consolidation, many parcels along Meridian have been consolidated over the years, although there are still many that retain the smaller 50' x 100' square foot size. Special design standards have been proposed in BMC 20.37.230 to encourage adaptive reused of existing buildings, with the goal of maintaining the smaller converted houses and preserving the varied, eclectic character that currently exists.</p> <p><i>Also see Staff Response #15A.</i></p>	<p><b>NC:</b> Per Staff's recommendation</p>

15D	5/18/10	Villene Lansberry	<p>She expressed her concern about Connecticut Street being considered a major bike route. She pointed out that if stop signs were removed so the bikes did not have to make frequent stops, which would mean cars would not have to stop either – she emphasized the dangerous situations this could cause.</p>	<p><b>NC:</b> Bike boulevards provide slower speeds on calmer streets. Low-traffic neighborhood streets optimized for bicycle travel allow free flow travel for bicyclists by orienting stop signs to keep bicyclists moving, but not without also adding discouraging cut-through motor vehicle traffic by adding traffic circles, chicanes and diverters to slow motor vehicles and improve safety for bicyclists.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
15E	5/18/10	Villene Lansberry	<p>She raised the following concerns and comments about parking :</p> <ul style="list-style-type: none"> <li>- Allow for one parking space for every adult allowed in a unit.</li> <li>- Do not reduce parking requirements.</li> <li>- On-street parking is dangerous.</li> <li>- The traffic calming ideas (on-street parking, bulb-outs, etc.) will make it more difficult for emergency vehicles to travel the arterial street.</li> </ul> <p>She stated that the automobile will not be eliminated anytime soon, and many residents need these for jobs outside of the Fountain District or to accommodate their work schedule. She also expressed concern that if “adequate parking is not planned for” then business parking lots and parking on the street will become an issue.</p>	<p><b>NC:</b> In the Commercial Core parking requirements are proposed at 1 stall per 500 square feet of commercial space and 1 stall per residential unit, with additional parking required if the unit has two or more bedrooms. Staff took into consideration on-street parking availability (shared parking) as well as access to transit and bike infrastructure. Staff's proposal does not assume the automobile will be eliminated. The proposal is to encourage more transit, bike and pedestrian options to encourage less automobile use. Bellingham Fire Department personnel worked with staff on the street proposals and have approved of the street designs, including the bulb-outs. The bulb-outs provide additional safety for pedestrians crossing Meridian and Elm / Northwest.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
15F	5/18/10	Villene Lansberry	<p>Design Requirements:</p> <ul style="list-style-type: none"> <li>- Not interested in the strip mall approach</li> </ul> <p>She stated that she does not agree that the</p>	<p><b>NC:</b> The Urban Village Design Guidelines proposed for the Commercial Core and Commercial Transition areas of the Fountain District Urban Village are designed to steer new development away from the “strip mall”</p>	<p><b>NC:</b> Per Staff's recommendation</p>

			Fountain District needs design requirements to make everybody feel safe. She encouraged that the design requirements should be flexible, limited in number and reasonable (take into account unintended consequences).	<p>approach (which incorporates low-density, auto-centric design that often puts broad expanses of surface parking between businesses and the pedestrian sidewalks).</p> <p>The Urban Village Design Guidelines, adopted by City Council in 2009, are designed to allow for creativity and flexibility of new development design, and incorporate time-tested environmental design principles that maximize pedestrian safety.</p>	
15G	5/18/10	Villene Lansberry	She encouraged that the concept of easements and shared driveways be kept to a minimum to decrease the chances of issues being raised when a change of owner occurs or difference of opinions exist.	<b>NC:</b> Encouraging shared driveways in the district is a policy designed to address two needs: 1) to enhance the pedestrian experience increase pedestrian safety and 2) to maximize on-street parking opportunities.	<b>NC:</b> Per Staff's recommendation
15H	5/18/10	Villene Lansberry	<p>She commented on the suggestion that landscaping makes people feel safer.</p> <ul style="list-style-type: none"> <li>- Trees in a commercial area could block the visibility of surrounding businesses.</li> <li>- Hedges and bushes could actually cause one to feel unsafe when walking by in the dark.</li> <li>- Landscaping between businesses would be more appropriate for the neighborhood character</li> </ul>	<b>NC:</b> Landscaping design and selection of plant materials within the street rights of way will take into consideration visibility to businesses as well as safety.	<b>NC:</b> Per Staff's recommendation
15I	5/18/10	Villene Lansberry	She stated that although Peabody, Russell, and the area behind Haggan are zoned mixed-use, the single-family homes should be preserved. She suggested that the height limit of 45' be reduced to only allow for 2-story buildings.	<b>NC:</b> See staff response #15C	<b>NC:</b> Per Staff's recommendation

15J	5/18/10	Villene Lansberry	<p>Mixed-use Units:</p> <ul style="list-style-type: none"> <li>- Should not be required in the Fountain District, this kind of use does not belong everywhere</li> <li>- Who is the priority, business or residential tenant?</li> <li>- Who would be asked to leave if irresolvable issues were to arise.</li> <li>- Residential tenants should not be allowed to impact the business.</li> </ul>	<p><b>NC:</b> The proposal does not require mixed-use. A stand- alone commercial building is allowed. Commercial uses are required along Meridian Street, between Broadway and Illinois. Issues between commercial and residential tenants would be resolved through the property owner.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
15K	5/18/10	Villene Lansberry	<p>She expressed the importance of allowing for things that businesses need in order to thrive, and not put major restrictions on things like signage or parking. She also pointed out that road dividers and street trees are not "generally business friendly".</p>	<p><b>NC:</b> Design guidelines for signage and parking are essential in urban village design. Urban Village Design Guidelines and pedestrian-friendly improvements such as crosswalks, wider sidewalks, street trees and pedestrian-scaled street features have been proven to revitalize commercial districts in cities across the nation.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
16A	5/18/10	Bill Lynch	<p>He expressed his concern about the removal of the parking along Elm St. He stated that as a business owner, it is important for him to have parking in front of his establishment.</p>	<p><b>C:</b> Parking on one side of Elm Street is proposed for removal. However, maximizing parking on side streets in the Commercial Core and Commercial Transition areas is encouraged.</p> <p>To clarify this goal, staff recommends that the following language be added to Page 30 of the <i>Subarea Plan, "Public Parking Policies"</i></p> <ul style="list-style-type: none"> <li>▪ <u>"Development of on-street parking on side streets within the Commercial Core and Commercial Transition areas is encouraged,, where space allows, through the creation of diagonal parking."</u></li> </ul>	<p><b>C:</b> Per Staff's recommendation</p>

16B	5/18/10	Bill Lynch	He suggested that Kulshan and Elizabeth Streets be considered for the bicycle routes and not Elm or Meridian.	<p><b>NC:</b> Elm Street has been identified in the <i>2006 Comprehensive Plan</i> as an important element of the citywide transportation network. Dupont / Elm / NW is identified as a key bicycle arterial route (not only providing local access for residents of the Fountain District), and serves as a commuter route that provides access to services along those streets, as well as a key connection between downtown and areas north of I-5 (Guide Meridian/Cordata area) - areas with high bicycle trip demand.</p> <p>Bike lanes on arterial streets provide commuters with direct links, faster connections, and more efficient travel. Bike boulevards provide a different experience - slower speeds, calmer streets - that is more comfortable for less-experienced cyclists, children, and families travelling together. It is important to provide both facilities - bike lanes and bike boulevards (also trails). They serve different user needs and will ultimately help achieve greater mode shift.</p>	<b>NC:</b> Per Staff's recommendation
17A	5/18/10	Emily Weiner	She suggested that the height limit be "at the discretion of the Planning Director" on the Haggen and Fountain Drug sites.	<p><b>NC:</b> The 55' maximum height limit on the Haggen site was based on public input, economic viability and feasibility studies, in addition to analysis of height, density and parking impacts to surrounding residential areas. The Fountain Drug (aka Galleria) site was also studied in this way, and it was determined that 45' was a more appropriate height given the constraints of the area.</p> <p>Setting a limit on height at the Opportunity Site provides predictability for the property owner, as well as for property owners in the surrounding residential areas.</p>	<b>NC:</b> Per Staff's recommendation

17B	5/18/10	Emily Weiner	She expressed her support for the development of additional water features along Meridian Street, and suggested including incentives for future developments.	<b>NC:</b> On Page 17 of the <i>Subarea Plan, 3.1. Development Character Policies, Site Design Policies</i> the following two policies are called out: “ <i>Develop sites to create an interesting and comfortable environment for pedestrians,</i> ” and “ <i>Construct buildings adjacent to the sidewalk, except when setback to accommodate plazas, outdoor dining, wider sidewalks and / or enhanced landscaping.</i> ” While the <i>Subarea Plan</i> does not identify a specific fountain theme, it does not preclude these from being built by private property owners.	<b>NC:</b> Per Staff’s recommendation
18	5/19/10	Elke Daugherty	Submitted the results of the survey she conducted.	<b>NC:</b> See staff response to comment #24A-PH, below.	<b>NC:</b> Per Staff’s recommendation
19	5/20/10	Flip Breskin	She expressed her concern about the fact that a follow-up traffic study has not been conducted on Cornwall after the on-street parking was removed. She suggested that this concept be evaluated before doing the same thing along Elm Street.	<b>NC:</b> Public Works Department evaluates arterial traffic speeds every two years and has not found a substantial increase on Cornwall Avenue with the removal of parking and addition of bike lanes.	<b>NC:</b> Per Staff’s recommendation
20	5/20/10	Steven Choat	He expressed his opposition to removing parking and installing bike lanes along Elm Street. He stated that his business relies on the parking during the day, and homeowners utilize the parking through the night. He pointed out that although he does offer parking in the back of the building, it is not enough to meet the customer demand. He commented on the additional professional offices that have renovated homes that might have otherwise been torn down or fallen into disrepair. He expressed his concern about the removal of parking forcing these businesses to relocate.	<b>NC:</b> See staff response to comment #1C	<b>NC:</b> Per Staff’s recommendation

21-PH	5/20/10	Sara Snow	<p>She expressed her concern about the parking being removed from Northwest / Elm. She commented that this street contain many small homes that were built in the early 1900's. She stated that the driveways are narrow and often do not fit more than one car; therefore parking on the street is necessary. She also pointed out that the homes on the east side of Northwest do not have alley access like those homes on the west side do. She mentioned that if the on-street parking was removed that would make it difficult for residents to have garage sales or people over to their homes.</p>	<p><b>NC:</b> The current proposal does not remove parking from Northwest Avenue north of Connecticut Street. The proposal to remove parking was based on the availability of alley access to all homes between Connecticut and Broadway, the area proposed for parking removal on one side of the street.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
22-PH	5/20/10	Jim Stratman	<p>He expressed his support for the project and the proposed infill. He requested that Halleck (south-end of Peabody) be considered for traffic calming devices to detour traffic from spilling over into that residential area.</p>	<p><b>C:</b> Staff recommends the following policy language be added to Page 24 of the <i>Subarea Plan</i> under "Circulation Policies":</p> <ul style="list-style-type: none"> <li>▪ <u>"Consider creating traffic calming devices to discourage traffic from cutting through the residential area on Halleck Street at the south end of Peabody Street, if warranted according to criteria in Bellingham's Neighborhood Traffic Safety Program (NTSP)."</u></li> </ul>	<p><b>C:</b> Per Staff's recommendation</p>
23A-PH	5/20/10	Mark Keller, President of Columbia Neighborhood	<p><b>Submitted written comment</b> – He expressed the Neighborhood Associations support for the proposal. He commented on the design standards and staggered setbacks and stated that they "will improve the aesthetics of the commercial district while preserving the character of nearby residential properties". He pointed out that greater residential density would improve sustainability and provide a base of support for local businesses. He stated that, in the opinion of the neighborhood, the streetscape and public realm improvements will encourage more</p>	<p><b>NC:</b> No comment</p>	<p><b>NC</b></p>

			pedestrian and bicycle traffic.		
23B-PH	5/20/10	Mark Keller, President of Columbia Neighborhood	He also stated that the association would like to see greater residential density than the plan provides for, including the allowance of building higher than 55' on the two sites that are currently limited only by the discretion of the planning director.	<b>NC:</b> An increase in housing types and options has been proposed for the Residential Transition and Commercial Transition areas. The proposal is based on existing zoning, current Conditional Use Permits, and public input.  <i>Regarding the Haggen Opportunity Site, see staff response to comment #17A.</i>	<b>NC:</b> Per Staff's recommendation
24A-PH	5/20/10	Elke Daugherty	<b>Submitted written comment with attachments</b> – She expressed her support for the revitalization of the Meridian commercial corridor and the adjacent residential areas. Although she supports many of the objectives presented in the plan, she commented on some concerns as well: <ul style="list-style-type: none"> <li>- She commented that at the meetings she attended, the majority of the opinions regarding height in the core and at the opportunity site at Haggen, stated 45' and 55' were too extreme for the context of the neighborhood.</li> </ul> <p>She submitted her own personal survey done of 47 households along Vallette, Peabody, North, Kulshan, and Jefferson Streets and reviewed the results with the Commissioners.</p>	<b>NC:</b> A range of opinions was expressed regarding height limits along Meridian Street. Staff took into account all perspectives on this issue when developing the proposal, including those preferring higher or lower than the proposed 45' height limits.  It was determined that the best height was at 45' in the Commercial Core area, with associated design standards. The development scenarios tested revealed this height as appropriate for the existing scale of the Meridian Street corridor and the design standards developed to maintain privacy and light for the adjacent residential areas.  The proposed design standards contain a provision that development in the Commercial Core and Commercial Transition areas abutting a residential area must set and step buildings back where they interface with any residential areas.	<b>NC:</b> Per Staff's recommendation

24B-PH	5/20/10	Elke Daugherty	<p>She expressed her concern that the allowance of duplexes would increase the number of rentals in this single-family neighborhood.</p> <p>She commented that if the Commercial Core were allowed to redevelop at 35', two stories of residential could be added on top of new commercial development, allowing the preservation of her neighborhood.</p>	<p><b>NC:</b> The proposal makes no change to the existing zoning in the Cornwall Park Residential Transition 1 area. Currently, the Infill Housing Guidelines are applied to all new and converted duplex housing.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
24C - PH	5/20/10	Elke Daugherty	<p>She stated that the height and bulk couldn't be accommodated on most of the existing lots with the proposed height changes without lot consolidation happening. She suggested that a Design Review Commission be developed in order to "provide real oversight to the development that will occur." She pointed out that the pictures in the packet do not accurately reflect the width of Meridian, nor the fact that the lot sizes in this area would not accommodate the required setbacks for the trees shown. She suggested that the Commission limit the height to 35' and allow only ADU and carriage housing forms from the infill toolkit.</p>	<p><b>NC:</b> A five-member citizen and professional Design Review Board is in place and will be overseeing new development projects. RMC Architects worked with various lot sizes in the area to assist staff in determining the feasibility of various height and FAR thresholds. The height and FAR proposed can be supported on some lots in the area. A lower height and lesser FAR can be expected on smaller lots.</p>	<p><b>NC:</b> Per Staff's recommendation</p>
25-PH	5/20/10	Mark Tucker	<p>He expressed his support for a bike route to be considered along Peabody St.</p> <p>He stated that he is not in favor of duplexes or lot consolidation.</p> <p>He suggested the density remain consistent throughout a larger area: 4 blocks east of Meridian and about 4 blocks west of Elm St., which would allow the density to be a bit more spread out.</p>	<p><b>NC:</b> See staff responses to comments #24B-PH and #15C.</p> <p>In the area west of Meridian (Columbia Neighborhood), several Infill Housing Toolkit types have been proposed, with the objectives of 1) allowing a small increase in density and 2) of providing more housing options.</p>	<p><b>NC:</b> Per Staff's recommendation</p>

26-PH	5/20/10	Lee Posthumus	She stated that allowing a 45' height limit in the Commercial Core would impact the view that she and her neighbors have of Lummi Island and Mt. Baker. She requested that a 45' height limit be imposed on the Haggen site.	<b>NC:</b> Impacts to views from private property were not studied as part of the master planning process.	<b>NC:</b> Per Staff's recommendation
27-PH	5/20/10	Jim Green	He commented that removing the parking along Elm St. would have a negative impact on his business, both for customers and employees; as well as for the tenants above his establishment. He expressed his support for the redevelopment of the park; however, cautioned the commission to consider the consequences of not supplying enough parking for the visitors.	<b>NC:</b> Parking removal on the Monroe Street right-of-way was suggested by several participants during the public planning workshops. However, because of the scarcity identified in the Parking Study in the southern end of the district, the final proposal is to make improvements to the Plaza Park and Meridian / Monroe intersection streetscape, with a maximum loss of no more than two parking spaces.	<b>NC:</b> Per Staff's recommendation
28A-PH	5/20/10	Peter Roberts	<p><b>Submitted written comment</b> - He submitted the second page of the survey conducted by Sara Snow. He also read a letter written by Louise Bjornson:</p> <ul style="list-style-type: none"> <li>- The letter stated that the removal of on-street parking from Elm and Northwest would "speed up traffic and further endanger both pedestrians and bicyclists". She also commented on the impact it would have on the homes and businesses along that corridor. She pointed out that on-street parking provides a traffic calming effect. She requested that the commission consider retaining the parking along Elm and Northwest.</li> </ul> <p>He encouraged the commission to consider the idea of shared lanes and cautioned them against the unintended consequences that the removal of parking could have. He read his <b>written submittal:</b> <i>See comment #12</i></p>	<b>NC:</b> <i>See staff response to comment #1A</i>	<b>NC:</b> Per Staff's recommendation

28B-PH	5/20/10	Peter Roberts	He pointed out that many homes in the Fountain District are historic and could be preserved as an adaptive re-use; however, without parking the value of those homes would be lowered. He reviewed the SEPA Determination of Non-significance with commissioners.	<b>NC:</b> See staff response to comment #1C	<b>NC:</b> Per Staff's recommendation
29-PH	5/20/10	Caryn Simmons	She expressed her concern about the increased height limit and suggested that it be limited to 25'. She commented on the negative impacts an increase in the height limit will bring: light pollution, view obstruction, plummeting property values, privacy, and inconsistent with the neighborhood character. She requested that the residents along Kulshan and Peabody Streets be protected from large buildings surrounding them.	<b>NC:</b> Lighting standards are incorporated into the proposal. The FAR proposed, which will likely require the need for surface parking, rather than structured parking, will result in open spaces on each site. Special design standards were incorporated to build on the existing Fountain District character and properties abutting the Commercial Core. Development regulations are proposed to allow more flexibility, increased density and reinvestment in the area.	<b>NC:</b> Per Staff's recommendation
30-PH	5/20/10	Roger Spero	He commented that in order to develop something that was well-planned and a beneficial addition to the neighborhood, the lot size is going to have to be large enough to accommodate the height. He stated that the height on the Fountain Drug site remain at the original proposal of 55'.	<b>NC:</b> Some of the lots sizes in the area support higher FAR. There are also properties in the area that would not support high intensity development.	<b>NC:</b> Per Staff's recommendation
31-PH	5/20/10	Lee Walkup	He expressed his concern about the negative impact that the removal of parking will have on the business owners in the neighborhood. He commented that the City does not appear to be supportive of the residents' request to not remove parking (i.e.: Broadway).	<b>NC:</b> See staff response to comment #27-PH	<b>NC:</b> Per Staff's recommendation

32-PH	5/20/10	Norm Chamberlin	He requested that his property, located at 1911 J St., be included within the Commercial Core Boundaries. He stated that this would allow him to develop his properties, which are adjacent to one another, in a manner consistent with the neighborhood character.	<b>NC:</b> The property at 1911 J Street was considered for the Commercial Transition area designation, but because of it is part of a single family-zoned street, it was determined that the more intense level of land use allowed with the Commercial Transition areas would not be appropriate. For the same reasons, it was not included in the Commercial Core area.	<b>NC:</b> Per Staff's recommendation
33-PH	5/20/10	Mary Varco	She expressed her concern that an increase the height limit to 45' or 55' would exacerbate an already troubled parking situation.	<b>NC:</b> Parking is required for all new development. See staff response to comment #15E.	<b>NC:</b> Per Staff's recommendation
34-PH	5/20/10	Dan Lorr	He suggested that the bike route be relocated four blocks west of Elm Street onto a more bike friendly road. He stated that as redevelopment occurs, the parking should be located underground which would allow for the height above ground to be retained at 35'.	<b>NC:</b> Only streets within the Fountain District Urban Village area were considered for north – south bike boulevards (Elm Street is the most westerly street within the boundary). Underground structured parking is encouraged, but is financially unlikely to occur due to the exorbitant cost that is not outweighed by three stories of development.	<b>NC:</b> Per Staff's recommendation
35-Ph	5/20/10	Aaron Booker	He expressed his concern about sprawl if we do not allow for infill in the established neighborhoods. He stated that the increase in height would allow for residential units to be located above businesses. He commented on the public process and pointed out to the commissioners that there was agreement on the height issue among the 100's of participants, even though they could not all	<b>NC:</b> No comment	<b>NC</b>

			attend the hearing.		
36A-PH	5/20/10	Frank Ordway, Chair of Transportation Commission	He reported that the Commission does endorse the proposal relating to the 3 portions of the Transportation Element of the plan. He commented that both the Public Works Department and the Police Department report that since parking has been removed from Cornwall, there has been no evidence that speed has increased or more accidents have occurred.	<b>NC:</b> No comment	<b>NC</b>
36B-PH	5/20/10	Frank Ordway, Chair of Transportation Commission	He referenced previous testimony and mentioned that the experience of the Transportation Commissioners includes planning experience in both Portland and San Francisco. He then pointed out that allowing parking to remain on the street with bike lanes is the least desired outcome in these two cities, and only happens with no other option is possible.	<b>NC:</b> No comment	<b>NC</b>
36C-PH	5/20/10	Frank Ordway, Chair of Transportation Commission	He commented that business owners that have experienced parking being removed from in front of their building, have reported an increase in customers since it is more comfortable for people to be there. He pointed out that the Transportation Commission is guided by the Comprehensive Plan, which mandates that the City plan for and meet multi-modal transportation goals.	<b>NC:</b> No comment	<b>NC</b>
37A-PH	5/20/10	Therese Galligher	She stated that after several hours of observation and communication with surrounding neighbors she concluded that the population density, the easy access to services, and the relatively flat terrain that Northwest provides, makes it a great bicycle	<b>NC:</b> No comment	<b>NC</b>

			arterial. She pointed out that bicyclists would choose to use infrastructure, when provided, at least 85% of the time.		
37B-PH	5/20/10	Therese Galligher	She commented that even with the on-street parking, cars travelled faster than the posted speed of 25mph along Northwest. She emphasized the fact that traffic calming measures be considered along this arterial in an effort to allow the multi-modal goals to be accomplished.	<b>NC:</b> No comment	<b>NC</b>
38A-PH	5/20/10	Cliff Palmer	He stated that he would like to see the height limit remain at 35' along Meridian in an effort to preserve the site lines.	<b>NC:</b> See staff response to comment #24A-PH	<b>NC:</b> Per Staff's recommendation
38B-PH	5/20/10	Cliff Palmer	He urged the bike lane not be planned along Connecticut, it does not follow the natural path bicyclist would take.	<b>NC:</b> The proposed bike boulevard is recommended for a combination of W. North Street and Connecticut Streets. The final route is yet to be determined. However, the arterial crossings are proposed for Connecticut at Meridian and Northwest, given the physical constraints of crossing Northwest at the North Street intersection. Because of this constraint, Connecticut Street is considered an important part of the route.	<b>NC:</b> Per Staff's recommendation
38C-PH	5/20/10	Cliff Palmer	He discussed some examples of unintended consequences, and suggested that the commission consider these when making a recommendation on the removal of parking along Elm and Northwest.	<b>NC:</b> No comment	<b>NC</b>
39A-PH	5/20/10	Bill Henshaw	He stated that only the Haggen site and the Fountain Drug site (including a bit more land south of each) should be allowed to build to 45'.	<b>NC:</b> See staff response to comment #17A	<b>NC:</b> Per Staff's recommendation

39B-PH	5/20/10	Bill Henshaw	<p>He suggested that land be found and developed into parking lots to accommodate for the parking being removed, since underground parking is not economically feasible at this time.</p>	<p><b>C:</b> Staff recommends making the following change to “Land Use Classification #17. Parking Facilities “ in BMC 20.37.220 <i>Fountain District Urban Village – Permitted Uses</i> from Not Allowed to as a <u>Conditional Use</u> in Commercial Transition areas.</p> <p>Use is permitted subject to the Conditional Use provisions specified in BMC 20.16 and to general requirements for the use and the use area.</p> <table border="1" data-bbox="1129 662 1688 987"> <thead> <tr> <th data-bbox="1129 662 1377 862">Land Use Classification:</th> <th data-bbox="1377 662 1461 862">Commercial Transition</th> <th data-bbox="1461 662 1545 862">Commercial Transition</th> <th data-bbox="1545 662 1654 862">Residential Transition 1</th> <th data-bbox="1654 662 1688 862">Residential</th> </tr> </thead> <tbody> <tr> <td data-bbox="1129 862 1377 987">17. Parking facilities</td> <td data-bbox="1377 862 1461 987">P</td> <td data-bbox="1461 862 1545 987"><del>N</del> C</td> <td data-bbox="1545 862 1654 987">N</td> <td data-bbox="1654 862 1688 987"></td> </tr> </tbody> </table>	Land Use Classification:	Commercial Transition	Commercial Transition	Residential Transition 1	Residential	17. Parking facilities	P	<del>N</del> C	N		<p><b>C:</b> Per Staff’s recommendation</p>
Land Use Classification:	Commercial Transition	Commercial Transition	Residential Transition 1	Residential											
17. Parking facilities	P	<del>N</del> C	N												
39C-PH	5/20/10	Bill Henshaw	<p>He suggested that the plan include language that would specifically state the sidewalks are needed, on both sides of the streets, from Cornwall to Lynn St. He pointed out that bike lanes and improvements to the streets can only happen once this infrastructure is in place. He requested that the traffic guidance at Broadway and Cornwall be made clearer.</p>	<p><b>C:</b> Page 39 of the <i>Subarea Plan</i> identifies the Capital Improvement costs “<i>***includes costs of sidewalk construction on one side W. Illinois Street from Cornwall Ave. to Lynn Street.</i>”</p> <p>Staff recommends that the following policy language be added to Page 26 under “<i>Streetscape Policies</i>”:</p> <ul style="list-style-type: none"> <li>▪ <u>“Construct sidewalks on the northern side of W. Illinois Street from Northwest Avenue to Lynn Street, and missing sidewalk sections on the southern side of</u></li> </ul>	<p><b>C:</b> Per Staff’s recommendation</p>										

				<u>W. Illinois between Northwest and Cornwall Avenues.</u>	
40	5/24/10	Norm Chamberlin	He requested that 1911 J St. be included in the Commercial Core Area. He pointed out that this would allow the owner (who also owns property already proposed to be included in the Commercial Core), to “use the property in a more compatible way in the neighborhood”. He stated that by including this property it would also allow for a staggered step of transition instead of a large 100’ step.	<b>NC:</b> See staff response to comment #32-PH	<b>NC:</b> Per Staff’s recommendation
41A	5/25/10	Flip Breskin on behalf of Dick Pratt	The author stated that, according to the studies he has researched, bicycle lanes improve cyclist safety. He commented on the fact that different designs require the consideration of different elements. He listed a website for further review. He commented that, in his opinion, on-street parking does have a traffic calming effect; however, other features for traffic calming could be looked into and implemented.	<b>NC:</b> No comment	<b>NC</b>
41B	5/25/10	Flip Breskin on behalf of Dick Pratt	He commented that directness and level grade are important to cyclists, and upon looking at a map, he could not “see any good parallel routes that might be used as alternatives for Northwest Avenue.” He pointed out that a “complete streets” design with bicycle lanes is probably the way to go for Northwest Avenue.	<b>NC:</b> No comment	<b>NC</b>
41C	5/25/10	Flip Breskin on behalf of Dick Pratt	He stated that Elm Street, on the other hand, might have parallel options for bicyclist. He suggested the street to the west of Elm utilize the “bicycle boulevard” concept. He sited	<b>NC:</b> Regarding alternate north / south bike boulevard routes, see staff response to comment #34-PH	<b>NC:</b> Per Staff’s recommendation

			<p>some statistics based on research done in Portland, OR which indicated that:</p> <ul style="list-style-type: none"> <li>- If a bicyclists shortest path to their destination was along a quiet street they: <ul style="list-style-type: none"> <li>- would not go out of their way to utilize a bike lane;</li> <li>- would go 14% out of their way to use a bicycle boulevard; and</li> <li>- would go 26% out of their way to use a paved off-road trail.</li> </ul> </li> <li>- If a bicyclists shortest path to their destination was along a moderate traffic street they: <ul style="list-style-type: none"> <li>- would go 31% out of their way to utilize a bike lane;</li> <li>- would go 45% out of their way to use a bicycle boulevard; and</li> <li>- would go 57% out of their way to use a paved off-road trail.</li> </ul> </li> </ul> <p>He suggested that either Elizabeth St. or Walnut St. be considered for bicycle boulevard alternatives. He pointed out that Madison St. could be used to connect to Broadway, which could link the Bancroft St / Clinton St. trail with the bike lanes along Northwest.</p>		
42	5/26/10	Steven Choat	<p>He expressed his concern about the impact the removal of parking along Elm street will have on families and businesses in that area. He compared this action with how he felt the addition of bike lanes occurred on Cornwall Avenue.</p>	<b>NC:</b> See staff response to comment #1C	<b>NC:</b> Per Staff's recommendation
43	5/27/10	Steven Choat	<p>He pointed out that if parking were to be removed from Elm Street: property owners will be inconvenienced, home values will be impacted, and safety will be compromised due to the higher rate of speed. He requested</p>	<b>NC:</b> See staff response to comment #1A and 1C	<b>NC:</b> Per Staff's recommendation

			additional background information that can be used as he prepares his opposition for City Council.		
44	5/27/10	Sara Snow	She submitted signatures of citizens who oppose the removal of parking along Elm Street. She stated that if the parking was removed one of her neighbors would not have anywhere to park her van, garage sales could not be held in the neighborhood, and businesses would have no where for their customers to park. She also suggested that, after her car was struck by a bicyclist, that they all be required to obtain a license and obey the traffic laws.	<b>NC:</b> See staff response to comment #21-PH	<b>NC:</b> Per Staff's recommendation
45A	6/01/10	Dean Martin	He commented on the importance of providing sufficient housing options in the City to prevent homes from being built on agricultural resource lands. He provided some supporting materials. He encouraged the Commission to raise the height limit to 45' in Fountain District's commercial areas and allow the Hagggen's site and the fountain property to remain "at the Planning Director's discretion."	<b>NC:</b> See staff response to comment #17A	<b>NC:</b> Per Staff's recommendation
45B	6/01/10	Dean Martin	He suggested that in an effort to minimize the dependency on the automobile, parking spaces should be purchased or rented if needed by residents. He provided supporting materials for this concept as well.	<b>NC:</b> See staff response to comment #39B-PH	<b>NC:</b> Per Staff's recommendation
46A	6/02/10	Lee Posthumus	She submitted, in writing, the comments made at the May 20, 2010 hearing; as well as, pictures illustrating how the increased height limit would affect surrounding properties and her views. She measured the utility poles along Meridian with a clinometer and	<b>NC:</b> See staff response to comment #26-PH	<b>NC:</b> Per Staff's recommendation

			determined that the tallest pole was only 60' high with the tallest crossbar on the poles only reaching 40'. She also stated that the lowest insulator at the top is about 50'.		
46B	6/02/10	Lee Posthumus	She expressed her concern about the difference in FAR along Elm St and Meridian. She stated that in her opinion, the homes along Elm St. are being protected, but the homes along Meridian are not. She noted that an increase in height and FAR would quite possibly cause rent to be higher; thereby causing some of the smaller businesses to go "out of business."	<p><b>NC:</b> The most appropriate FAR for both Meridian and Elm was extensively studied, and conservatively set at 1.5 and .6, respectively. Due to the commercial nature of Meridian Street, a higher FAR was set at 1.5 – considerably lower than the commercial areas in the urban villages of Old Town (3.5, or 5.0 with the use of floor area transfers and bonuses), and Samish Way (2.5, and up to 3.5).</p> <p>Over time a number of residential houses have been replaced by newer (and often larger ) buildings and parking lots, driven by market preferences and economic trends. However, a number of the early 20<sup>th</sup> century residential houses remain, effectively converted into places of businesses, some of which have maintained success for decades.</p> <p>The development regulations for the Commercial Core were written with consideration of the public's desire to create incentives to maintain these smaller, single-family housing forms and keep the eclectic architectural nature and numerous long-standing, smaller businesses along Meridian. The regulations and FAR were set with this objective in mind, while recognizing that a number of larger lots (150' x 100') as well as the smaller 50' x 100' parcels exist along the core. The proposed height increase from 35' to 45', combined with the FAR limits are designed to create opportunity, guidelines and standards for new development that is responsive to the existing context and surrounding residential area.</p>	<b>NC:</b> Per Staff's recommendation

				The proposed regulations are also designed to provide incentives to maintain and sensitively adapt, rather than demolish, the smaller formerly single-family housing forms on Meridian's smaller parcels. The ultimate goal of the regulations is to create incentives for adaptive reuse of existing buildings, and to produce new quality- designed developments, built to serve the multi-modal nature of the commercial core.	
46C	6/02/10	Lee Posthumus	She commented on the proposed increase in height leading to additional parking issues. She noted that even if the height were to remain at 35', additional parking or the encouragement of alternative transportation will be necessary. She suggested that staff consider developing a parking district and utilizing the parking lot behind Fountain Drug used for this purpose.	<b>C:</b> See staff response to comment #39B-PH	<b>C:</b> Per Staff's recommendation
47	6/11/10	Shirley Zuanich	She stated that both she and her husband are in favor of a 35' height limit along Guide Meridian, with a 45' height limit for the Haggen's site. In her opinion, the 45' and 55' proposed limits are "out of proportion to the neighborhood." She expressed her concern that Meridian will turn into a "long, dark, ominous hallway" if the height is allowed to be higher than 35, due to the lack of elevation. She also commented on the reduction in the panoramic view currently enjoyed along Meridian.	<b>NC:</b> The increase of 35' to 45' along Meridian was proposed to allow for more housing and commercial opportunities within the Commercial Core, as well as to promote quality building design. The proposal for increased height was conditioned with the required design standards outlined in the Urban Village Design Standards and the special standards called out for the Fountain District Urban Village, which include, among other requirements, that buildings to be set back and stepped back when abutting a residential area.  The Haggen site was proposed for a decrease in the allowable height which is currently "unlimited – to be determined by the Planning Director," and sets the maximum height at 55'. The same conditions apply for this	<b>NC:</b> Per Staff's recommendation

				"opportunity site" as in the rest of the Commercial Core which are outlined above.	
47A	6/11/10	Shirley Zuanich	She stated that an increase in the height limit could cause the value of the land to be increased; thereby causing some of the small business to not be able to afford to remain in the neighborhood. She suggested that City continue to concentrate on reducing the use of the car, and when / if that is accomplished, consider raising the height limit at that time.	<b>NC:</b> It is not anticipated that the proposed change in height will substantially increase the value of the land along Meridian. Property values in the residential areas adjacent to the Commercial Core have increased over time, and the commercial properties are similarly estimated to hold their value under the proposed zoning and regulations.	<b>NC:</b> Per Staff's recommendation
48	6/11/10	Bob and Dee Simmons	They expressed concern over their neighborhood stability being "threatened by the prospect of a row of four-story commercial/mixed use buildings lining each side of Meridian Street." They commented on feeling stonewalled at the public meeting when they tried to raise the following issues: <ul style="list-style-type: none"> <li>▪ Shadowing of surrounding properties</li> <li>▪ Loss of privacy to new apartment buildings</li> <li>▪ Light and noise pollution</li> <li>▪ Diminishing property values</li> <li>▪ Increased traffic and loss of parking on all streets</li> <li>▪ The concept of "commercial creep" – commercial intrusion onto existing residential streets.</li> </ul>	<p><b>NC:</b> Design standards, parking requirements and commercial property owners' desire for visible parking will prevent the creation of a contiguous wall of buildings along Meridian.</p> <p>Staff studied shadowing that could potentially effect adjacent residential areas using GIS modeling, and increases in light pollution, privacy for adjacent residential areas and traffic increases are addressed through the Urban Village Design Standards, and specifically through the Fountain District Design Standards.</p> <p>Residential property is anticipated to continue to increase in value as new services and amenities are introduced to the commercial areas.</p> <p>Regarding "commercial creep" into existing residential areas, the intensity of uses in the Commercial Core was diminished in some areas (changed from the existing Commercial to Commercial Transition), and in the Commercial Transition areas height was reduced in some areas, and changes to residentially-zoned sites were only made to those properties that currently operate</p>	<b>NC:</b> Per Staff's recommendation

				commercially under conditional use permits.	
48A	6/11/10	Bob and Dee Simmons	<p>They asked three questions in their written submittal:</p> <ol style="list-style-type: none"> <li>1. Do we need more (is there a demand for more) apartment and condominium buildings? If not, why would the height limit need to be increased at this time.</li> <li>2. Is the proposal being driven by the GMA density assignment? How many dwelling units will the FDUV need to provide? How many dwelling units is the City planning to provide?</li> <li>3. Will developers really come to the FDUV without a parking structure? If one is built where will it be placed and who will pay for it? If one is <u>not</u> built, won't the cars be parking on the adjacent residential streets?</li> </ol>	<p><b>NC:</b> In response to the three questions posed:</p> <ol style="list-style-type: none"> <li>1. Not everyone can afford a single family home, and some people prefer the lower maintenance offered by condominium living. The goal in creating a mixed housing supply is to provide more choices, resulting in a population that is culturally and economically diverse. Currently there is not a great need for additional apartment or condo housing in Bellingham. However, providing the opportunity for a small number of these types of housing units to be built in the Fountain District -- which has access to commerce, services and public transit – would serve the goals and objectives of the City's <i>Comprehensive Plan</i>.</li> <li>2. The Fountain District Urban Village is not expected to contribute a great number of dwelling units to the City's housing inventory. However, planning within the "urban village" paradigm does help the community meet its Growth Management Act (GMA) goals by encouraging development in areas that have the necessary infrastructure in place. Studies have shown that the best way to minimize driving is to develop in existing centers near the core of the metropolitan area, in areas of high destination accessibility where there are jobs nearby.</li> <li>3. The Fountain District currently supports numerous businesses that rely on a combination of private and public parking</li> </ol>	<b>NC:</b> Per Staff's recommendation

				spaces. The need for a parking structure is not anticipated within the 20 year scope of the <i>Subarea Plan</i> .	
48B	6/11/10	Bob and Dee Simmons	They expressed concern over the fact that additional “mini-downtowns” are being built while attempting to protect the vitality of the Downtown Commercial district. They emphasized that they were not against increased density, they would just like it to be in scale with the surrounding neighborhoods, so they the existing residents are not pushed out. They did not feel the requirement of setbacks and step backs would work given the depth of some of the lots.	<b>NC:</b> The proposed changes in density in the Fountain District Urban Village area are slight, and in combination with the required commercial building setbacks and step backs, are considered appropriately scaled in relation to the surrounding residential neighborhoods.	<b>NC:</b> Per Staff's recommendation
49	6/11/10	Allyn Deets	He expressed his concern with the requirement of the setbacks for commercial buildings and the fact that it would “reduce even more the 100 foot depth of the commercial sites.” He explained by doing this, it lowers the number of square feet, therefore decreasing what an investor can put into the building. He commented that “allowing greater height limits could foster positive development” in the area near the Fountain Plaza Park.	<b>NC:</b> Building setback and step back requirements for commercial properties were developed with consideration for the adjacent residential areas, and were balanced with the allowance for additional height. The practicality of requirements for building setbacks, step backs and FAR limitations were all studied in relationship to maximum building heights, market constraints and residential neighborhood input.	<b>NC:</b> Per Staff's recommendation
50	6/13/10	Cornwall Park Neighborhood Association	They expressed their support for the proposal. They stated that this plan will guide development in a positive way. They also stated that “a limited number of buildings of 55’ or higher, especially at the two sites in the study area currently limited only by the discretion of the Planning Director may, with further study, be appropriate.”	<b>NC:</b> See staff response to comment #17A.	<b>NC:</b> Per Staff's recommendation

51	6/15/10	Mary Ellen Grimes	<p>She requested that the Commercial Core boundary be adjusted to stop on the north side of Broadway to allow the section that is south of Broadway (currently proposed Commercial Core) to become Commercial Transition. She pointed out this would allow for the area closest to her home to have more noise and vehicular impact constraints, granting a “greater level of protection to the small residential single area.”</p>	<p><b>NC:</b> The referenced area south of Broadway is currently zoned commercial and is operating as such. It is proposed to remain under the Commercial Core land use designation, but will be subject to the new Urban Village Design Standards and the additional requirements set forth in the Fountain District Urban Village development regulations – both of which will lend a greater level of protection to the adjacent residential areas.</p>	<p><b>NC:</b> Per Staff’s recommendation</p>
52	6/16/10	Donovan Keherer for Briar Development Company / Haggan	<p>Donovan Kerherer is a consultant for Briar Development Company, which is representing Haggan. He expressed concern over the designation of “opportunity site” and stated that it may “negatively impact our continued use of the site for a grocery business.” He pointed out that the policies related to the opportunity site encourage certain design features that are inconsistent with Haggan’s business plans.</p> <p>He requested a change in language regarding the site designation on page 21 of the Subarea Plan, as well as the future development opportunities section. He expressed concern over the current facility becoming non-conforming with the adoption of the urban village plan, and the “endless rounds of negotiation” the company may have to endure to make modifications to the building. He requested that section 20.37.230.C.5 included language that stated “compliance with the provisions of 20.37.230.C.5 is deemed to satisfy the “greatest extent feasible requirement of 20.14.D.2”. He indicated that the company supports the overall plan, just not the “opportunity site” designation.</p>	<p><b>C:</b> Staff recommends that the following changes be added to Page 21 of Chapter 3, <i>Development Character</i>:</p> <p>Since the time of its inception the company has grown to regional size, but the Haggan family company retains a special fondness for their flagship store. <del>Haggan has and while they have</del> no current development plans <del>at the increased allowable density, company leaders are excited to consider future opportunities that will benefit the surrounding neighborhoods beyond the use of the site for a grocery store.</del> <u>However, company leaders are open to considering future development opportunities for the site that will benefit the surrounding neighbors as well as further the company’s business goals, provided that the increased density and upper-story housing options are viewed by the City and community as an opportunity and not a mandate for future development.</u></p> <ul style="list-style-type: none"> <li>▪ Encourage new construction to be built to the sidewalk edge (optimally with a two foot or more setback, if feasible, to allow for wider sidewalks), while recognizing that grocery stores have special needs</li> </ul>	<p><b>C:</b> Per Staff’s recommendation</p>

				such as <u>location of patron parking, access for large <del>major truck</del>-delivery trucks</u> , blank walls for storage space and other unique design constraints.	
53	6/16/10	Becka Robinson	She expressed her concern about an increase in densification along Vallette Street, and stated that an increase in the height limit between Broadway and Illinois is unnecessary. She would like to see the height limit remain at 35'.	<b>NC:</b> The density along Vallette Street has not been altered from the existing infill toolkit (up to duplex) zoning.  Regarding the increase in height allowable between Broadway and Illinois, see staff response to comment #15C and #24A-PH	<b>NC:</b> Per Staff's recommendation
54	6/16/10	Ruth Cantelon	She stated that the concept of an urban village in the Fountain District is irrelevant, and the "infill projections are deeply flawed." She would like to see all plans presented thus far scrapped and instead let the business owners and merchants oversee the issues. She would like to see landowners be held accountable for property appearance and clean-up. She commented that the plan ignores core issues and stirs strife.	<b>NC:</b> No Comment	<b>NC</b>
55	6/17/10	David Czuba	He expressed his concern about raising the height limit above 35'. He stated that changing the zoning would most likely have a negative impact on the neighborhood.	<b>NC:</b> See staff response to comment #15C and #24A-PH.	<b>NC:</b> Per Staff's recommendation
56	6/17/10	Tom & Laurel Kunesh	They expressed their concern regarding an increase in the height limit, except for the Haggen's site which should be allowed to go to 45' only if they need it and if the surrounding residents do not object. They commented that if an increase in the building height was approved: <ul style="list-style-type: none"> <li>▪ the street would become cavernous</li> <li>▪ buildings would be out of proportion to</li> </ul>	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation

			<ul style="list-style-type: none"> <li>▪ the surrounding neighborhood</li> <li>▪ views of Sehome Hill and Bellingham Bay would disappear</li> <li>▪ high rise buildings would replace small businesses in old homes</li> <li>▪ land values would increase, which would make affordability questionable</li> </ul>		
56A	6/17/10	Tom & Laurel Kunesh	They stated that they are in support of infill happening in the Downtown core in an effort to preserve farm land. They also suggested that the City focus their attention on attracting new business to the downtown area where many tall empty buildings already exist.	<b>NC:</b> Over the last two decades the revitalization of the downtown Central Business District has been successfully advanced by the City, and will continue to be a primary focus. However, urban villages are not meant to compete with downtown business districts, but instead incorporate zoning and development standards that encourage small-scale businesses that provide everyday goods and services within walking distance of neighborhood residents.	<b>NC:</b> Per Staff's recommendation
57-PH	6/17/10	Jeff Vernon	He expressed his concern about sprawl. He suggested changing the definition of Floor Area Ratio (FAR) to include the footprint of the building and not just the floor area square footage. He believes that going upward and not outward would "give us more land within our city limits without a building on top of it." He suggested that staff consider offering a FAR credit to be given to structures that incorporate roof top gardens, rain water collection, and alternative energy sources.	<b>NC:</b> Staff explored the potential for offering FAR "bonuses" for green building practices, but due to the goals to encourage adaptive reuse (and not incentivize tear-downs or lot consolidations), the limited size of existing lots and the close proximity of residential neighborhoods, these types of bonuses were determined to not be feasible.	<b>NC:</b> Per Staff's recommendation
58-PH	6/17/10	Elizabeth Starnes	She expressed her concern about Meridian becoming a tunnel with tall buildings on either side. She requested that the height limit remain at 35' and not be allowed to go to 45'.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation

59-PH	6/17/10	Leslie McCollough	She requested that the height be limited to 35' along Meridian.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation
60-PH	6/17/10	Mary Varco	She stated that the height limit should remain at 35' along Meridian, including the Hagggen's opportunity site.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation
61-PH	6/17/10	Bob Simmons	He expressed concern that the residents along the adjacent streets were not invited to be as involved as the business owners along Elm Street, even though they are just as affected by a potential four-story building. He questioned if there has been enough mitigation planned for. He expressed concern over the potential blockage of light and views, the increased traffic and noise, and the loss of parking in the neighborhood. He suggested that more focus be turned to bringing businesses into the existing downtown rather than create other "downtowns" to compete with it.	<p><b>NC:</b> Residential and commercial property owners were all invited to participate in the public planning process, and their various perspectives and objectives were factored into the final policies and development regulations proposals. Compromises were made on all counts: the height limits for commercial properties were raised slightly on Meridian in exchange for the implementation of design review and additional setbacks and step backs from residential areas. It is estimated that the implementation of design guidelines specifically tailored to the character of the Fountain District Urban Village area may enhance privacy and property valuation of adjacent residential areas.</p> <p>The Urban Village Design Guidelines address effects from commercial properties in terms of light pollution by requiring that standards be met in lighting design. Mitigation of effects from traffic and noise are also addressed in the plan.</p> <p>Regarding the loss of light, see staff response to comments #15C, #24A-PH and #48. Regarding loss of on-street parking, the plan takes into account the potential increased need for parking spaces and identifies strategies to accommodate this including but not limited to creating a Residential Parking Zone in desired areas.</p>	<b>NC:</b> Per Staff's recommendation

				Urban villages are not meant to compete with downtown businesses, but instead enlist zoning and development standards that encourage small-scale businesses that provide everyday goods and services within walking distance of neighborhood residents.	
62-PH	6/17/10	Dawn Pierce	She expressed her opposition to any increase in the height limit. She commented that four-story buildings along Meridian would block the light and “dwarf” the homes on adjacent streets.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation
63-PH	6/17/10	Caryn Simmons	She stated that the homes along Kulshan, Peabody, and Vallette streets will be directly impacted by an increase in the height-limit along Meridian. She requested that the home owners be given the same consideration as the business owners have been given. She commented on some of the sacrifices that the home owners will be asked to make including privacy; devaluation of property; loss of light and the opportunity for gardens; loss of parking in front of and next to their homes; and light, traffic and noise pollution.	<b>NC:</b> See staff response to comment #61-PH.	<b>NC:</b> Per Staff's recommendation
63A-PH	6/17/10	Caryn Simmons	She also commented on the things that she was able to support including design standards and setbacks required within the existing height limit of 35', revitalization of downtown, and the reduction of sprawl. She encouraged the Commission to only allow for the increased height limit if and when it is necessary.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation
64-PH	6/17/10	Lee Posthumus	She commented on the lot behind the Fountain Galleria and stated that if staff is still considering this as an option for public	<b>NC:</b> The parking study that examined the current capacity and use of existing public and private parking spaces showed that in	<b>NC:</b> Per Staff's recommendation

			parking, there is not much room for growth as it currently sits about 1/3 full all the time. She pointed out that the commercial vacancy has decreased in the neighborhood and commented that they have achieved more of an urban village feel than ever before. She requested that the height limit be capped at 35' and questioned how many units would be gained with the height at 45' versus 35'. She requested that the neighbors be listened to and reminded the Commission of the survey done by a Fountain District resident.	general, spaces are underutilized in the commercial core. The <i>Subarea Plan</i> calls for creating more opportunities for on street parking, and identifies opportunities to maximize use of private spaces through shared use.	
65-PH	6/17/10	Dan Moore	He expressed his concern about a bike lane along Elm Street and wanted to know if the elderly or disabled had been considered when the issue of removing parking along Elm was proposed.	<b>NC:</b> See staff response to comment #1D	<b>NC:</b> Per Staff's recommendation
66-PH	6/17/10	Aaron Booker	He expressed his support for the proposed FDUV plan. He stated that taller buildings would provide more flexibility and would allow for more density. He commented on the removal of parking along Elm/Northwest, and the restrictions it will place on his commercial property. He suggested allowing Planners more flexibility is determining what parking requirements would be right for a business owner on a more case by case basis. He cautioned the Commission to consider unintended consequences that the decisions of today could have 20 years from now.	<b>NC:</b> No Comment	<b>NC</b>
67-PH	6/17/10	Robert Ball	He stated his opposition to an increase in the height-limit along Meridian. He pointed out that a four-story building would not be appropriate in the neighborhood.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation

68-PH	6/17/10	Ted Matts	He pointed out that several neighbors still do not understand what is going on, and he requested that more public process be done. He also stated that he would like to see the height limit remain at 35'.	<b>NC:</b> See staff response to comment #15C, #24A-PH, #47 and #48.	<b>NC:</b> Per Staff's recommendation
69-PH	6/17/10	Don represented Hagen	See #52A	<b>NC:</b> No Comment	<b>NC:</b> Per Staff's recommendation