



"The Steiners"
<hlsteiner@comcast.net>
05/16/2010 08:17 PM

To "plancomm" <planningcommission@cob.org>, "Dan Pike"
<dpike@cob.org>
cc <KFranks@cob.org>, <LStewart@cob.org>, "Greg
McCracken" <gregmccracken@comcast.net>, "John
Erickson" <john@northwestcampers.com>, "Kate Grinde"
bcc
Subject Fountain District Urban Village

MAYOR'S NEIGHBORHOOD ADVISORY COMMISSION
210 Lottie Street
Bellingham, Washington 98225

May 14, 2010

City of Bellingham Mayor, Dan Pike
210 Lottie Street
Bellingham, Washington 98225

Bellingham Planning Commission
210 Lottie Street
Bellingham, Washington 98225

Dear Mayor and Planning Commission Members

The Mayor's Neighborhood Advisory Commission (MNAC) recommends the Bellingham Planning Commission approve City Staff Proposal 09-S2 Fountain District Urban Village Master Plan with the stipulation that unlimited heights be returned to the Haggen and Fountain Drug sites at the discretion of the Planning Director.

This recommendation is based on a presentation by Brian Smart of the City Planning Staff at the March 17, 2010 MNAC Meeting. MNAC further discussed this proposal at the April 21, 2010 meeting and concluded that unlimited height for the Haggen and former Fountain Drug sites should be returned at the discretion of the Planning Director. Also, included in the discussion was the fact that Columbia, Cornwall and Lettered Streets Neighborhoods had desired and requested this Urban Village.

A vote was taken after discussion of this proposal and received a majority vote of MNAC Representatives present at the April 21, 2010 meeting.

The content and recommendations of this e-mail are contained in MNAC meeting minutes available in COB public records.

Respectively submitted

John Erickson	Greg McCracken
Kate Grinde	Howard Steiner
Adrienne Lederer	
Comprehensive Planning Committee	
for Mayor's Neighborhood Advisory Commission	

cc: Bellingham Neighborhood Services Coordinator Linda Stewart
Bellingham Planning and Community Development Department Katie Franks



Fw: Parking on Elm Street
Kathryn E Franks to: Heather M Aven

05/19/2010 12:06 PM

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

City of Bellingham
Planning and Community Development Department
210 Lottie Street, City Hall
Bellingham, WA 98225
www.cob.org

----- Forwarded by Kathryn E Franks/ncd/cob on 05/19/2010 12:06 PM -----

From: "Peter Roberts" <peterroberts@johnlscott.com>
To: <KFranks@cob.org>
Date: 05/13/2010 03:41 PM
Subject: Parking on Elm Street

Hello Katie,

We had our quarterly meeting of The Eldridge Society for History and Preservation last month. I had all the colored maps and documentation and passed it out among the members.

There was a 100% consensus and a request that I draft a letter requesting NOT to remove any parking along Elm Street to accommodate bike riders.

The comments were "It is not fair to the businesses located there" to "The cars will go way to fast". Parents of school aged students voiced concern for their children's safety with cars moving much faster because of the wider appearing roadway.

The City in its proposal for the Fountain Urban Village is calling for more parking and this taking away parking. This does not make sense.

With Respect,

Peter Roberts

President

The Eldridge Society for History and Preservation



Fw: Fountain District Urban Village Draft Plan on line
Kathryn E Franks to: Heather M Aven

05/19/2010 12:06 PM

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----- Forwarded by Kathryn E Franks/ncd/cob on 05/19/2010 12:06 PM -----

From: Mary Ellen Grimes <maryellengrimes@PNWRealty.com>
To: "KFranks@cob.org" <KFranks@cob.org>
Date: 05/14/2010 10:50 AM
Subject: RE: Fountain District Urban Village Draft Plan on line

Hi Katie,

Have a couple of questions about the plan.

What does BMC mean?

The school district property is designated "commercial transition", no longer "public". Does the school district own that property and is it still an admin building?

At the corner of Girard and J there are the 2 properties now proposed as CT. The northeast lot has a bunch of cars parked on it. Zoned single family, currently.

What is the goal here? Can this owner continue to use the property this way?

Why commercial core notched in to the lettered streets at that point?

What does "no lot maximum" mean? what is possible?

Thanks,

Mary Ellen

From: KFranks@cob.org [mailto:KFranks@cob.org]
Sent: Monday, April 26, 2010 1:02 PM
To: KFranks@cob.org
Subject: Fountain District Urban Village Draft Plan on line



Re: re proposed removal of parking on Northwest

Kathryn E Franks to: Sara Stamey

Cc: Heather M Aven

05/17/2010 09:18 AM

Hi Sara,

Thank you for your comment -- I am adding it to the list of comments for the Planning Commission public hearing on 5/20.

Sincerely,

Katie

Kathryn Franks
Development Specialist II
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kfranks@cob.org

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"Sara Stamey" Hello, I live in the Columbia neighborhood, and... 05/16/2010 12:01:26 PM

From: "Sara Stamey" <saras23@comcast.net>
To: <kfranks@cob.org>
Date: 05/16/2010 12:01 PM
Subject: re proposed removal of parking on Northwest

Hello,

I live in the Columbia neighborhood, and walk and bike on Cornwall and Northwest. I agree with Louise Bjornson's research. In my experience, the on-street parking needs to be retained. Cornwall does feel more dangerous with speeding drivers since the removal of the on-street parking.

-sincerely,
Sara Stamey
738-7875

Comments for May 20, 2010 Public Hearing Fountain District Urban Village

My name is Villene Lansberry. I was born and raised in Bellingham, on Monroe Street in the Columbia Neighborhood. I attended Columbia Elementary School, Shuksan Middle School, and Bellingham High School (class of 65), WWU and graduated from the UW with a BS in Microbiology. After graduating, I worked at several hospitals in Seattle and in California, but returned to Bellingham because of the sense of community the diversity of our town. However, I fear the decisions being made today could change that sense of small town community forever. (I've lived some other places so I recognize some worrisome signs.)

Upon returning to Bellingham I became a small business owner. For the last twenty years I have owned and operated the Fountain Laundry in the Fountain Commercial District. So, for the last twenty years I have been a homeowner, a small business owner, and a commercial property owner in the Fountain District. In addition, my parents have owned their home in the Columbia neighborhood for over sixty (60) years. I know a lot about the history of the Fountain District, having grown up there and frequented the area since the 1950's. It's just as historic as Fairhaven and I think the historic nature needs to be preserved. It's what makes it unique.

I attended all of the Fountain Urban Village Planning Meetings. I felt the first meetings were fairly well facilitated (although an inordinate amount of time was spent on the "Fountain Plaza".) The time constraints made in depth discussion difficult to really communicate the many important details and views. The final meeting held in 2009, however, was a different story. After that meeting I was very discouraged. First of all they had saved the thorny issue of height limits to the last (for good reason I'm sure). Also the facilitator of that meeting really seemed more intent on manipulating the audience to get the desired results, not necessarily getting the opinions of those present. When an opposing opinion was given it did not seem appreciated at all. In fact the planner on several occasions was rude.

After that final meeting I felt the city really had decided what outcome they wanted (mainly denser housing) and the public input was just a required process to get there. There was also a real disconnect between business or commercial property owners and residential interests. I suspect this is because everybody can relate to home owners, while few have any true idea about running a small business. However, most small business owners or owners of small commercial properties like myself have as much or more of an investment in the area than a residential homeowner. Many problems are unique to the small business owner or small property owner. We are too small to have a lot of money for paying for such things as lawyers, landscape architects, parking lot sweepers, and the like. We do most everything ourselves. However, because we are small and locally owned, we also tend to stick out the hard times, get to know our customers, and take pride in our community. I have owned my property for over two decades and I spend a lot of time and money there. In addition, I rely on my business for my livelihood. Changes which will impact my business are therefore very important to me. However, beyond my own self-interest, Bellingham is also very important to me. My family has lived in Whatcom County for over 100 years; I've been here for over 60. I could have chosen somewhere else but I didn't. I think places like Bellingham are being erased. I think some of the plans for this urban village would hasten the removal of the character of the Fountain District and Bellingham. (Lynnwood anyone?)

The following are my comments about a number of things discussed at the planning meetings which I hope you will consider.

COMMERCIAL BOUNDARIES

I personally would have favored a larger commercial area with boundaries below:

MERIDIAN FROM BROADWAY TO ILLINOIS

ELM STREET to NORTHWEST FROM BROADWAY TO CONNECTICUT (INCLUDING THE LITTLE TRIANGLE PROPERTY)
& THE STREETS IN BETWEEN (ELM, KULSHAN)

HOWEVER, THE PLAN THAT HAS BEEN MADE WHICH MAKES A SMALLER COMMERCIAL CORE WITH TRANSITION AREAS ALONG ELM STREET IS ACCEPTABLE.

HEIGHT LIMITS

I VEHMENTLY OPPOSE HEIGHTS GREATER THAN TWO STORIES IN THE ENTIRE AREA, with the possible exceptions of the Haggen property and the Fountain Drug property. **CHANGING THE HEIGHT LIMITS IS THE FASTEST WAY TO FOREVER CHANGE THE CHARACTER OF THE FOUNTAIN DISTRICT.** As I've been driving around lately I have been more aware of the heights of buildings in other areas. There are many places that have no more than two stories but have plenty of apartments, businesses etc. Some other areas are more suited to taller buildings (downtown, Fairhaven, for instance) but to keep the Fountain District an historic neighborhood area with its existing character, **HEIGHT LIMITS SHOULD BE TWO STORIES THROUGHOUT.**

Most lots in this area are 50x100. It is simply IMPOSSIBLE to build a 3-4 story building, plus parking, on this size lot. The only way to accomplish this is for a developer to buy a number of lots and combine them. (And in fact this is the approach that was shown as the example at the meetings.) This approach will force smaller landowners out in favor of larger companies (I have already been approached as a matter of fact.) **THIS TOO WOULD LEAD TO A CHANGE IN THE CHARACTER OF THE AREA,** leading to larger businesses owning strip malls or big buildings. Many small businesses would be forced out because they could not afford to buy property or pay the higher rent. **THIS APPROACH WOULD NOT FAVOR LOCAL SMALL BUSINESS,** which was one of the things that everyone said they wanted to maintain in the area. (I ASK AGAIN, LYNNWOOD ANYONE? Actually, even Lynnwood doesn't have too many buildings greater than two stories, neither do the interesting neighborhoods of Roosevelt and Ballard.)

BIKE LANES

It is my understanding that Connecticut is being considered as a major bike route. I'm not sure how this is supposed to work. I'm ok with that, EXCEPT that I heard it would be made "bike friendly" by not having a lot of stop signs so bikes didn't have to stop a lot. This seems dangerous to me unless you close the street to cars, because without stop signs cars don't have to stop either (unless only cars have to obey the laws). Unfortunately I have seen far too many instances where bicyclists did not obey traffic rules, causing potentially dangerous situations for both bicyclists and automobile drivers.

PARKING

Parking is very much related to height restrictions. Because this area would become an Urban Village, it was suggested that the number of parking spaces required would be reduced. I think this is wishful thinking and very shortsighted. The automobile is not going to be eliminated any time soon. Parking will be needed. Even if people who live in an Urban Village do less driving, most will generally have one car per adult. First of all, not everyone can have a job within the village. Second, some jobs do not lend themselves to public transportation (shift work, for instance. The hospital is one of the city's largest employers and people work there around the clock, often working extra time at the end of a shift. There isn't transportation in the wee hours, and most people don't want to ride a bike or walk home at midnight or later. Third, even if people use their cars less, they will still drive them for longer trips. I think there needs to be one parking space for every adult allowed in a unit and the same kind of parking requirements as already exists for businesses. If adequate parking is not planned because of wishful thinking or social engineering, parking will ultimately spill over into the streets or into business parking lots. (Across the alley from my business is a small single family home (Kulshan Street) currently rented to 3+ adults. These people ride their bikes but they also have 3+ cars, plus visitors. I've had to ask them not to use my parking lot on several occasions. I have also had problems with customers from other businesses who do not have enough parking using my parking lot.)

It was also suggested that parking requirements could be reduced because more on-street parking would be allowed. There is already on-street parking in the commercial district. Frankly, even though I would lose a parking space in front of my building, I think the on-street parking is a bad idea. Try getting out onto Meridian with cars parked on the street. It's dangerous! And with more bicyclists using the street it is only a matter of time before serious injury occurs. Also, with bulb-outs and other "traffic calming" ideas (supposedly on-street parking is "traffic calming") I fear that emergency vehicles will have a harder time getting up this arterial street. With more on-street parking and bulb-outs, etc. it will be more difficult for traffic to get out of the way for emergency vehicles.

DON'T REDUCE PARKING REQUIREMENTS.

It was said that residents did not feel safe walking in the Fountain District. I do not think this is an accurate statement. The Fountain District feels quite safe, even at night. (This in part because it is a quiet area after dark, no bars, etc.) I think what was said was that some did not feel safe crossing Meridian. This I understand, but even that only occurs at the busiest time of day. So saying that we need to add design requirements to make everybody feel safe is really pushing the point.

DESIGN REQUIREMENTS

Some design requirements are good and necessary. *Please*, consider all of the consequences when you are making design requirements, however. There are so many places in our town, and in other places, that are just one strip mall after another. Try to keep design requirements somewhat flexible so that we don't end up with a sterile cookie cutter approach. Also, if there are too many design requirements it will force out small businesses who will not be able to afford to own or rent the buildings. If local business is truly valued, these things matter. Part of what makes an area interesting is diversity of buildings and businesses. We already have the Bellis Fair Mall or Barclay Village for those who prefer the cookie cutter approach with new buildings all in a row all conforming to a single design standard. There are also unintended consequences sometimes. A much larger building was built next to my building. It was only possible because I was forced to have an easement and a shared driveway with the other landowner. The winter after they built, the wind patterns were totally changed. I lost my roof and when it snows drifts form in front of my door.

PLEASE KEEP DESIGN STANDARDS REASONABLE.

PLEASE KEEP STRIP MALLS OUT OF FOUNTAIN DISTRICT/URBAN VILLAGE

SHARED DRIVEWAYS, EASEMENTS, COURTYARDS ETC

One thing the city has promoted for some time is the idea of easements and shared driveways as a way of reducing curb cuts. However, this forever encumbers the property and can cause problems when landowners have different ideas. It makes for a lot of messy situations. It appears that this kind of thing will only be increasing as you talk about shared courtyards, etc. Please keep this to a minimum. Shared courtyards are fine when the property is owned by a single entity (re: strip malls) but not when there are multiple owners. (Even if the original owners are all in agreement, owners will change.)

STREET TREES/ LANDSCAPING

I like street trees- on RESIDENTIAL streets. Tree lined streets with single family homes is the vision of small town America. However, street trees are often not good for commercial areas. Business relies on visibility. At one of the meetings it was said that landscaping can make you feel safe. I've thought about that a lot and have been paying special attention as I travel the area. In the commercial areas where there are generally fewer street trees, I found that it wasn't necessarily street trees that made an area "feel good". What I saw instead was landscaping between businesses that really softened things. Also, although landscaping can make you feel safe, the opposite is also true. A nice green hedge may sound great, until you are walking by at night. Sometimes more is not better. In the Fountain District there are many small businesses with landscaping between them. They provide the character of the Fountain District. If the proposed kind of buildings (strip malls) are built instead, they may have street trees out front but there will be no landscaping in between because they will be connected.

SINGLE FAMILY HOMES VS APARTMENT BUILDINGS

I think it is extremely important to preserve the small single family homes on Peabody, Russell, and the rest of the area behind Haggens. This whole area is currently zoned mixed use. However, these homes provide much of the character that people say they like about the area. The homes are perfect starter homes for new families or for older folks needing to downsize, but still wanting to own their own homes. The height limit here is currently 45 feet which is too much. I think it should be limited to two stories. This area needs to be preserved for single family homes. If some single homes must go, it makes more sense to preserve these homes rather than the ones on Kulshan. This area of homes is larger and they are not bordered by commercial for the most part. We need to preserve this kind of neighborhood which keeps the American dream of home ownership alive. There are plenty of other places that are more urban. People who want urban apartment buildings and condos have plenty of other choices.

COTTAGE HOMES, "MOTHER IN LAW UNITS", & OTHER SUCH UNITS

Everything old becomes new again. Just a few years ago, the city was trying to get rid of these types of units but now they are being touted again. The problem is that once they are all made legal, it will be very hard to remove them when they once again become out of favor. It's all about denser housing. I think there will be a lot of unintended consequences when all is said and done.

MIXED USE UNITS

This seems to be one of the latest buzz words. It seems to be code for retail on the bottom with residential on top. Everywhere I go I hear "retail with residential units on top" like it is the answer to all problems. However, it needs to be remembered that one size does not fit all! Some mixed use units are fine but I don't think they belong everywhere. Some businesses lend themselves to this more than others.

One question that needs to be answered up front is: who is the priority, business or residential tenants?

What will determine this? Zoning? If there is a problem, who will be asked to leave, business or residential tenants? I know there are a lot of tenant rights but are there any for businesses? Most businesses have made a much greater investment than somebody renting the unit upstairs. (It's like people who move to the county and then complain about the smell of the cows; people who live above businesses must not be able to impact the business.) A landlord would have to referee and this would breed a lot of headaches; complaints back and forth about noise, shared parking, hours of operation, etc. It's OK in some cases, but should be looked at carefully and certainly NOT REQUIRED.

IMPORTANCE OF BUSINESS /SUPPORT FOR BUSINESS

If the idea behind urban villages is to have needed businesses within walking distance of neighborhoods, then there must be a place for business to locate and support for the kinds of things that businesses require to thrive. If you make it difficult to run a business in a neighborhood, the business won't locate there or won't stay. I heard comments about signage limitation, parking restrictions, road dividers, street trees...all of which are not generally considered business friendly. They sound simple, but if you have never owned a business, you really have no idea of how such things can affect a business.

Very few, if any, businesses can survive on pedestrian traffic from the surrounding neighborhoods. Certainly having the support of the locals is very important, but is usually not enough. A staff member at one meeting said he had never heard a business owner complain about too many people walking by. This is an excellent example of not really knowing what you are talking about. If lots of people are walking by but not patronizing your business, it may make it harder for **customers** to use your business. So there are some occasions when too many people are not necessarily good. Of course, **high visibility to all prospective customers is important**.

There was a lot of talk about the kind of business residents would like to encourage in the area. A bakery and/or coffee shop was mentioned a lot. However, it wasn't that long ago that the bakery folded because it couldn't make it in the area. People bought bread at Haggens or another grocery store because it is generally cheaper than going to the corner baker. Having a bookstore was mentioned as well. There is a family run bookstore less than a mile down the road on Northwest. How many have even been there. Folks thought the nursery on the little island off Elm Street was a nice use...but how many bought a plant there? (It's gone now.)

It is very expensive to open a business and it takes customers day in and day out to survive. The occasional customer is not enough. Nor will the bargain hunter who wants the same price for an artisan loaf of bread as those which are massed produced. A number of times staff showed the picture of the old market on Elm Street with a fruit stand out front and said how much they like that idea; that is what they wanted in an urban village. I think this is very naïve. Small markets cannot compete with grocery stores as far as purchasing and therefore things usually costs more at a smaller market. Why do you think that most corner markets now sadly sell beer and cigarettes primarily? It costs the same amount for labor for 8 hours whether one item is sold and 100. The difference is survival.

A city planner once told me that we could have several story buildings along Meridian with balconies over the sidewalks "like New Orleans". My answer was "this is not New Orleans, nor do we want it to be." I'm afraid all this Urban Village planning is just another veiled way to zone for denser and denser development. And what happens when things don't go exactly as planned? It is very hard to get back what has been lost. Do we want Bellingham to look like Lynnwood or Richmond BC?

PROTECT BELLINGHAM'S UNIQUENESS AND SENSE OF COMMUNITY.

PLEASE, DO NOT MAKE BELLINGHAM A PLACE THAT ORDINARY PEOPLE CANNOT HOPE TO BUY PROPERTY, COMMERCIAL OR RESIDENTIAL. SMALL BUSINESS OWNERS WHO OWN THEIR PROPERTY TAKE MUCH GREATER PRIDE IN THE PROPERTY THAN ABSENTEE LANDLORDS.

**KEEP THE HISTORIC CHARACTER OF THE FOUNTAIN DISTRICT INTACT.
CONSIDER THE NEEDS OF SMALL BUSINESS AND HOMEOWNERS ALIKE.**

Sincerely,

Villene Lansberry

Born and raised in Bellingham, in the Columbia neighborhood.

Property owner in the Fountain Commercial Area for twenty years.

Business owner in the Fountain Commercial Area for twenty years.



Re: thoughts on bicycle lanes

Kathryn E Franks to: Bill

Cc: Heather M Aven

05/19/2010 08:04 AM

Hi Bill,

Thank you for your comment -- I'll add it to the Public Comment Tracker for review by the Planning Commissioners.

Best regards,

Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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"Bill"

Hi, Katie. We just talked in Ray's antique shop a fe...

05/18/2010 16:31:06

From: "Bill" <cheezebro@comcast.net>
To: "katie franks" <kfranks@cob.org>
Date: 05/18/2010 16:31
Subject: thoughts on bicycle lanes

Hi, Katie. We just talked in Ray's antique shop a few minutes ago, and I felt it important to express my concerns to you about the proposal to eliminate the parking along Elm St. As I said, I have been a property owner and business person at 2330 Elm for 40 years. My business customers need to be able to park in front of my shop, to load and unload signs, and drop off signs to be repaired. American Antiques also needs spaces for loading and unloading furniture and other items.

As I mentioned to you, I bought the building next door to my corner building three years ago. I would not have done so, had there been no parking for it. But, now, I have invested a large sum of money and time in order to make 2328 Elm a viable property. It makes me feel sick to think that all that could have been in vein.

I am pro-bicycle, and ride mine quite a bit. As far as going north or south from here, I have always used either Kulshan St. or Elizabeth street. These are the logical routes for bicycles. Not Elm St. or Meridian. Why not consider those as the bicycle routes?

I am going to try to make it to the meeting on Thursday, the 20th.

Thanks, Bill Lynch 2330 & 2328 Elm St. 319-0258



Re: Testimony on Fountain District [\[Attachment\]](#)
Kathryn E Franks to: Emily Weiner
Cc: Heather M Aven

05/19/2010 08:08 AM

Hi Emily,

Thank you for taking time to submit your comments on the Fountain District Plan. These will be added to the Public Comment Tracker for review by the Planning Commissioners.

Best regards,

Katie

Kathryn Franks
Development Specialist II
(360) 778-8388
kfranks@cob.org

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Emily Weiner

Please submit these comments as testimony to the...

05/18/2010 21:15:28

From: Emily Weiner <emmyrweiner@gmail.com>
To: kfranks@cob.org
Date: 05/18/2010 21:15
Subject: Testimony on Fountain District

Please submit these comments as testimony to the Bellingham Planning Commission on the Fountain District Urban Village:

1. I have lived for the past 20 years several blocks from the Fountain District Urban Village. I am disappointed that the proposed maximum height in the Fountain District Urban Village is 55 feet on one site, with 45 feet the maximum height in the rest of the commercial core, because I was hoping the plan would allow development of elevator buildings. When I and my neighbors can no longer walk up stairs, I was hoping we would be able to move into elevator buildings without leaving the neighborhood. Elevator buildings, properly designed with community rooms and large decks, can encourage community--vertical community. Elevator buildings above ground-level grocery stores are especially convenient for senior and handicapped residents. I would encourage changing the height limits on the Haggen and Fountain Drug sites to be "at the discretion of the planning director," so that well-designed projects with the potential to win neighborhood support would have a chance of being discussed and developed.

2. I would like the regulations for the Fountain District to encourage the development of fountains and other water features along Meridian Street. One method might be by offering

incentives for such a unified theme. The purpose of fountains is to attract pedestrian visits that would bring dollars to stores along Meridian Street. The goal is to make the Fountain District into a special place, so families from all over Whatcom County, and tourists, would say, "Let's go see the fountains in the fountain district." These water features wouldn't have to be large, or expensive. They could include fish tanks that could be seen from both inside and outside stores. The design possibilities are infinite. People love to look at fountains. Since the name "Fountain District" is already well known, and there will presumably be a new fountain in Fountain Plaza Park at the corner of Meridian and Broadway, this branding of the whole area with fountains would be easy to accomplish. But it takes leadership, which I hope the City can provide with the design guidelines in the plan. The plan already says, "Encourage design consistency for the commercial core by coordinating plantings along Meridian with those in the Fountain Plaza Park." I would add something like, "Encourage design consistency by providing incentives to include visible water features in new and renovated buildings." I believe that economic development grants could be found to help developers comply with such a regulation, because it would help revitalize small businesses.

Thank you for the opportunity to submit public comment on the Fountain District Urban Village.

Emily Weiner

--

Emily Weiner
2729 N. Park Drive
Bellingham, WA 98225
(360) 738-9695
cell: (360) 961-3326



Fw: Fountain District Reccomendations
Kathryn E Franks to: Heather M Aven

05/19/2010 12:07 PM

Kathryn Franks
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----- Forwarded by Kathryn E Franks/ncd/cob on 05/19/2010 12:07 PM -----

From: Kathryn E Franks/ncd/cob
To: frank.ordway@gmail.com
Cc:
Date: 05/17/2010 04:21 PM
Subject: Re: Fountain District Reccomendations

City of Bellingham Transportation Commission

Recommendations for Transportation elements of the Fountain District Urban Village Plan. On April 13, 2010, the City of Bellingham's Transportation Commission was asked to consider three distinct transportation related aspects of the Fountain District Urban Village Plan. Below are our responses. All were passed unanimously.

It is important to note that the Transportation Commission members spent a great deal of time touring the area at different times of the day and reviewing City studies related to parking and traffic in the area prior to making their recommendations. The Transportation Commission relies on the Transportation Element of the Comprehensive Plan and the goals therein as guides when making our recommendations.

Below are the three elements we were asked to consider.

- 1.... 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.

TC Recommendation-We support the preferred alternative. However, we urge the consideration of other designs, that would install additional measures to slow traffic and increase safety and create space for bike lanes.

- 2.... Adoption and implementation of a Bike Boulevard concept designed to enhance bicycle and pedestrian movement into and through the area.

TC Recommendation-We support the adoption and implementation of the Bike Boulevard Concept to enhance pedestrian bicyclist movement into and through the area. We believe the proposed routes in the draft plan, in particular the east-west corridor on North and Connecticut, need further review and consideration. We also discussed our desire for future review of the Bike Boulevard concept as it moves into identification of design elements for citywide application.

- 3.... Proposed alterations and improvements to Fountain Plaza Park and Monroe

Street right-of-way to enhance community space.

TC Recommendation-We support the proposed alterations. The Transportation Commission members feel the Fountain Plaza would benefit from further reduction in automobile accommodation.

frank.ordway

Attached: Fountain District Reccomendations.ht...

04/23/2010 11:47:57 AM

From: frank.ordway@gmail.com
To: kfranks@cob.org
Date: 04/23/2010 11:47 AM
Subject: Fountain District Reccomendations

Attached: Fountain District
Reccomendations

Message from frank.ordway@gmail.com:

Here they are!

Google Docs makes it easy to create, store and share online documents, spreadsheets and presentations.

generated from Google Docs and delivered via Gmail



Fw: a P.S. to our conversation about conditional use permits
Kathryn E Franks to: Heather M Aven

05/19/2010 12:08 PM

Kathryn Franks
Development Specialist II
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City of Bellingham
Planning and Community Development Department
210 Lottie Street, City Hall
Bellingham, WA 98225
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----- Forwarded by Kathryn E Franks/ncd/cob on 05/19/2010 12:08 PM -----

From: Mary Ellen Grimes <maryellengrimes@PNWRealty.com>
To: "Kfranks@cob.org" <Kfranks@cob.org>
Date: 05/17/2010 05:30 PM
Subject: a P.S. to our conversation about conditional use permits

Hi Katie,

You are saying the CC zoning proposal that crosses Broadway was based on those businesses on the corridor having a conditional use permit for commercial. I'm also hearing this might continue down Girard based on the same factor.

Something I'd like you to consider...when these businesses applied for a commercial conditional use permits, there was no "Commercial Transition" zoning. The businesses on Girard can still operate as they are in commercial transition zone (the commercial zoning is not needed) and there would not be the risk of noisier businesses next to residential single family, which is all along there.

Mary Ellen

Mary Ellen Grimes

"Home is a feeling human beings venerate". Let me help you find yours!

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Seattle, WA 98116
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Re: survey results

Kathryn E Franks to: Elke Daugherty
Cc: Heather M Aven

05/19/2010 11:50 AM

Hi Elke,

Thank you for your comments. I'm forwarding them to Heather Aven, the Planning Commission Secretary, for incorporation into the Public Comment Tracker. A hardcopy of your comments will be given to the Planning Commissioners for tomorrow's Public Hearing.

You can contact Heather at 778-8345 if you have additional questions.

Sincerely,

Katie

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Elke Daugherty

Hi Katie, Sorry for the late submission. The map...

05/19/2010 10:44:37 AM

From: Elke Daugherty <elke@uwalumni.com>
To: kfranks@cob.org
Date: 05/19/2010 10:44 AM
Subject: survey results

Hi Katie,

Sorry for the late submission. The maps are attached as well as the survey that I used. Will it be possible to get the maps in the PC packets?

The results were : (sample size of 47)

Haggen site:

27 % for 25 ft

33% for 35 ft

27% for 45 ft

13% for 55 ft

(59% want 35 or less)

The corridor:

30% for 25 ft

57% for 35 ft
13% for 55 ft
(87% want 35 ft or less)

64% approved of carriage house
42% approved of duplex
49% approved of cottage houses
57% approved of ADUs

I will submit a letter that contains this info for the PC, but if they could get a copy of the maps, that would be great.

Thanks,
Elke Daugherty



Fountain District survey.docx



fountain.2_20100519095321.pdf



fountain.map1_20100519091038.pdf

Survey taker:

Questionnaire for Residents of Fountain District (see attached map)

Address:

Name:

Question 1: Are you aware of the City Planning Department proposal to reclassify this area to an Urban Village (see graphic 1)?

Question 2: If yes, have you attended any of the community meetings or made comments to staff regarding the Fountain District Urban Village proposal?

Question 3 (relative to 4 images):

3. The City is proposing a 45 foot height limit for the Urban Village commercial district. Which of the following building heights do you think is most appropriate for Meridian from Broadway to Illinois?

- 25 feet
- 35 feet (current zoning)
- 45 feet
- 55 feet

4. The City is proposing a 55 foot height limit for two sites: Haggen and ReStore. Which of the following building heights do you think is the appropriate height for these sites?

- 25 feet
- 35 feet
- 45 feet
- 55 feet

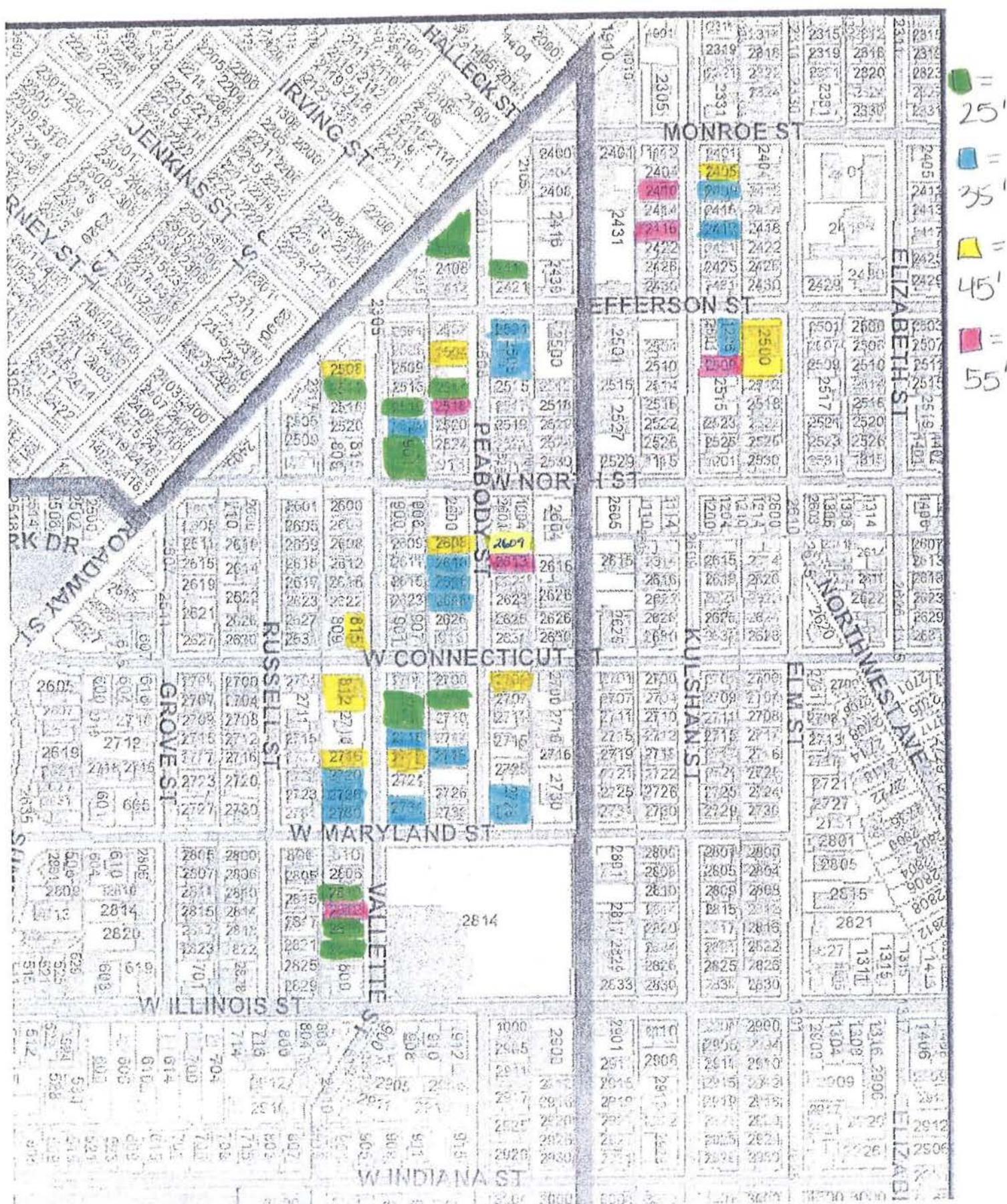
5. The City has proposed several options for accessory residential development options. These include: carriage houses, duplexes, cottages, detached accessory units (ADU). Which options do you approve of?

6. Are you interested in being contacted in order to attend Planning Commission meetings to discuss this issue or to provide comments on the SEPA process?

(Optional) 7. Are you a renter or a homeowner?

(Optional) Phone number:

Haggen Site Survey Results



Commercial Core on Meridian Survey Results

