

# Whatcom Environmental Council

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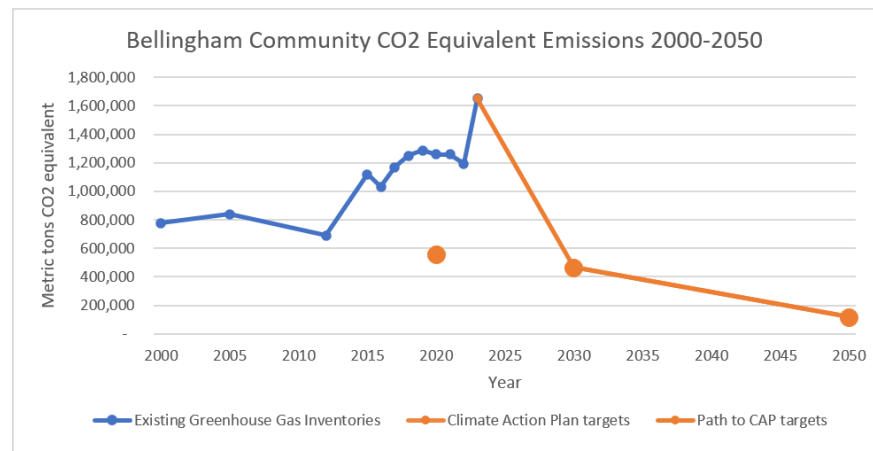
TO: Bellingham City Council

RE: Proposed Ordinance Adopting Parking Standards

In January 2025, [we wrote in support](#) of parking reforms when they effectively reduce vehicle dependency and impervious surfaces.

- The proposed ordinance does not limit parking near frequent transit corridors and transit-oriented development.<sup>1</sup>
- The proposed ordinance does not establish parking maximums.<sup>2</sup>
- The proposed ordinance does not address maximum green design for parking lots such as tree canopy coverage, permeable pavement, and vegetated strips.<sup>3</sup>

Bellingham is failing to meet any of the GHG emission reduction targets set out in the 2018 Climate Action Plan. The Council should ask staff to return with a permanent ordinance that addresses the **high priority** climate policy measures that the Department of Commerce has identified as reducing GHG emissions.



Sincerely,

David Stalheim on behalf of the Whatcom Environmental Council

<sup>1</sup> "Limit parking spaces near transit-oriented development to encourage use of transit and decrease single-occupancy vehicle travel." ([Commerce Climate Policy Explorer](#) Measure C.05)

<sup>2</sup> "Eliminate parking minimum requirements, and establish parking maximums." ([Commerce Climate Policy Explorer](#) Measure AC.01)

<sup>3</sup> "Maximize green design in surface parking lots such as tree canopy coverage, permeable pavement, and vegetated strips." ([Commerce Climate Policy Explorer](#) Measure AB.04)