



Recommended Neighborhood Plan Amendments, Zoning Code Amendments and Development Agreement Conditions

Sunnyland Charrette – City of Bellingham

RECOMMENDATION #1: Amend the Sunnyland Neighborhood Plan Land Use Map by expanding Area 8 to include all of the former Washington State Department of Transportation site generally bound by E. Sunset Drive on the north, St. Sophia's Episcopal Church on the west, E. Illinois Street on the south, and private single family residential property on the east as shown on **EXHIBIT ____**. The subject site generally consists of the following legally described property: Lots 9 through 12, the western 53.34 feet of 13, and 36 through 39, Block 4, Squalicum Park Plat.

RECOMMENDATION #2: Change the Comprehensive Plan designation of Area 8 in the Sunnyland Neighborhood Plan (P. 15) from "Public" to "Single Family Residential, Medium Density" and update the subarea narrative as follows:

Area 8 Land Use Designation: ~~Public~~ Single Family Residential, Medium Density

This area includes the Washington State Department of Transportation's Office which is also used as a storage area for road equipment. This area was formerly used by the Washington State Department of Transportation and contained offices and a storage area for road equipment. The site is approximately 4.08 acres. It is located between Sunset Dr. and E. Illinois St. and is a quarter mile west of I-5. Land uses within the immediate vicinity include three churches, single-family residences, a power substation and a few vacant lots. Surrounding lots that front E. Illinois St. are zoned Residential Single (5,000 sq. ft. minimum lot size) while surrounding lots that front E. Sunset Drive are zoned Residential Single (10,000 sq. ft. minimum lot size).

A city-sponsored charrette process involving City staff, a team of consulting urban designers and planners, site owners, neighborhood residents and other interested stakeholders was conducted in August 2008 to more clearly define the future use of the site, negotiate design objectives and identify recommended zoning standards through a new collaborative process. The charrette attempted to reconcile private property owner goals, neighborhood concerns about density and character and City of Bellingham Comprehensive Plan policy direction to provide more affordable housing and increase density in proximity to transit service and commercial areas.

Key consultant recommendations from the charrette process include:

- Restrict vehicular access between Sunset Avenue and Illinois Street, but provide a public pedestrian and bicycle corridor through the site with amenities that connect to the surrounding neighborhood

- Provide a mix of housing types, including single family detached units on small lots, cottage homes, single family attached units (i.e. twin homes with one common wall) and provisions for affordable housing
- Incorporate pedestrian and transit oriented housing and site design
- Ensure architectural character with common elements from the surrounding neighborhood, including orientation to public streets or trails and traditional design elements such as porches, pitched roofs and private off-street garages
- Maintain existing character along Illinois St. by requiring single family detached homes
- Incorporate extensive sustainable features, including an emphasis on low impact development (e.g. pervious pavement, rain gardens and swales), a range of smaller unit sizes, non-motorized transportation facilities, and green space
- Encourage owner-occupied units by allowing small lots and compatible unit types
- Redevelopment of this former transportation facility should occur at a density which responds to the site's proximity near transit and commercial development

RECOMMENDATION #3: Amend BMC 20.00.200 – Sunnyland Neighborhood Zoning Table, Area 8 to reflect the Sunnyland Neighborhood Plan zoning change in Recommendation #1 as follows:

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
8	Public Residential Single	Utilities Detached, attached	N/A 5,000 square foot per unit average gross density; 3,000 square foot minimum lot size	Restrict through vehicular access between Sunset Dr. and Illinois Street. Provide a public non-motorized connection between Sunset Drive and Illinois Street	None	None Allowed Infill Toolkit housing types per PROPOSED BMC 20.28: Small lot, Cottage, Shared Court, Garden Court and Townhouse (maximum of two units attached for any housing type) SEE RECOMMENDATION #5 FOR A SUMMARIZED LIST OF RECOMMENDED DEVELOPMENT AND DESIGN STANDARDS. THESE ARE TO BE ADDED TO THE SPECIAL REGULATIONS AND/OR DEVELOPMENT AGREEMENT, WHICHEVER IS MORE APPROPRIATE.

RECOMMENDATION #4: Amend BMC 20.00.200 – Sunnyland Neighborhood Zoning Map, Area 8 to reflect the Sunnyland Neighborhood Plan Map changes in Recommendation #1 as shown on **EXHIBIT ____**.

RECOMMENDATION #5: Add the following standards to the special regulations for Area 8 and/or as part of a Development Agreement:

1. Minimum permanently affordable housing required as defined by BMC 20.27.020: 20%
2. All units shall be designed with primary facades and entries oriented to a public street, sidewalk and/or common areas.
3. Garages must be set back a minimum of 10 feet from the primary façade.
4. A minimum 4:12 roof pitch is required, unless the Director determines that the proposed alternative uses a design element commonly found in the existing neighborhood.
5. Exteriors shall be constructed out of wood or masonry.
6. Small detached garages and garages oriented to an internal private court or alley are encouraged.
7. Attached single family units shall be limited to a maximum of one common wall.
8. All structures shall be a maximum of two stories.
9. Dwelling units abutting or within 200 feet of the Illinois Street right-of-way shall be detached.
10. A minimum of 50% of the units shall be single family detached.
11. The maximum unit size is 2800 square feet and a range of smaller unit sizes shall be provided.
12. All units shall have a pedestrian path or other acceptable connection to a public street.
13. Vehicular access to Illinois St. shall be limited to the driveways serving a maximum of 6 single-family detached units fronting this street.
14. Vehicular access to Sunset Dr. shall be limited to one roadway.
15. A public pedestrian/bicycle pathway shall connect Illinois St. and Sunset Dr. and shall have the following features:
 - a. 10' minimum width of paved surface as a stand-alone path, except where it transitions into the City sidewalk,
 - b. Bioswales and other integrated low impact development features,
 - c. Landscaping on both sides,
 - d. Distinctive pavement treatment, e.g. stained and/or textured concrete or pavers where pathway crosses a roadway, and
 - e. Distinctive entry that includes landscaping and directional signage indicating public access and the Illinois St. pedestrian overpass
16. A landscape buffer may be provided along Sunset Dr., but direct pedestrian connections to the street from adjacent homes shall be provided.
17. Future roadway and pedestrian connections to adjacent parcels shall be considered in the site design.
18. No street parking is allowed on Illinois or Sunset.
19. Vehicular access to internal lots (lots not fronting on Sunset Dr. or Illinois St.) shall be provided via public streets or alleys built to City standards. Private vehicular access drives ("access courts") serving up to three lots per drive are permitted in situations where providing individual access to a public street is not feasible, provided the housing unit maintains a primary orientation to a public street, sidewalk, trail or common area.
20. Sunset Drive frontage shall be retrofitted with a separated sidewalk with a minimum 5' landscape area between the curb and sidewalk.
21. Illinois Street frontage shall be improved with curb, gutter and separated sidewalk with a design similar to Sunset Drive frontage.