

FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN

Working Draft - March 2011

Note: This second revised draft is a WORK IN PROGRESS. This is a beginning draft framework and will require extensive discussion and feedback with stakeholders, additional content, photos, technical studies, formatting and refinement. Several sections are placeholders for future work, several sections need to be consolidated for redundant references and content, regulatory content needs to be formatted for the BMC, and NO sections are complete.

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Part 1: Introduction

- i. Purpose
- ii. Boundaries
- iii. Relationship to the 2006 Comprehensive Plan
- iv. The Planning Process

DRAFT

Part 2: Vision Statement

The Fairhaven Neighborhood seeks a balance of environmental stewardship, quality of living and economic well-being

Note: Need to Incorporate vision statements and some content from other sections to properly frame the guiding principles of the document.

NEIGHBORHOOD CHARACTER

HISTORICAL PERSPECTIVE:

Within a decade of its founding in 1883, the town of Fairhaven incorporated as a city of more than 5,000 residents covering 7.2 square miles. In 1904 it merged with New Whatcom to form the City of Bellingham. Today the Fairhaven Neighborhood has a population of approximately 1,017 in an area of .3 square miles (about 192 acres).

In earlier years, Fairhaven was home to major industrial enterprises in salmon canning, lumber milling, log exporting, and ship and boat building. While Fairhaven is today one of Bellingham's smaller neighborhoods, it is the most diverse. It is a complete, functioning urban village with a commercial core, mixed use residential development, nearby single-family residential, marine industrial waterfront, ferry, bus and train terminals, and intact historic buildings housing a thriving shopping and tourist district. During its history, Fairhaven has been the scene of several "boom and bust" economic cycles, all market-driven. The current challenge is to formulate and implement plans for balanced economic development that will maximize value for all of Fairhaven's citizens, as well as the broader neighborhoods this iconic district serves.

ASSETS:

- Fairhaven is endowed with a unique sense of place derived from its waterfront location offering spectacular views of and access to wooded areas and the shoreline of Harris Bay, and a built environment with a turn-of-the-20th century character, offering a warm texture and intimate scale.
- Fairhaven also enjoys a special sense of community with cordial shopping and dining experiences as well as public spaces and special events. These elements combine to give Fairhaven a "feel good" atmosphere and to make it a very desirable place to live, work, visit and conduct business.
- Fairhaven contains a mix of marine, industrial, and commercial businesses, including one-of-a-kind shops and services that cater to the residents of adjacent neighborhoods, the wider City Bellingham-Whatcom County community and visitors from more distant areas.

- Fairhaven houses the Bellingham Cruise Terminal and the Bellingham Transportation Center, offering Amtrak, Alaska Ferry, local ferry, Greyhound and local bus services.

CONSTRAINTS:

- While the center of Fairhaven is only two and one half miles and two traffic lights from Interstate 5, the volume of traffic on the connecting truck route is restricted by the narrow and winding local streets through which commercial traffic must pass at its western end (Donovan Avenue, 10th Street, and Harris Avenue). This limitation can only be overcome at great expense in terms of neighborhood disruption and the outlay of public funds. Consequently, the potential for expansion of businesses dependent on over-the-road transportation to receive supplies and ship products is necessarily limited.
- While Harris Bay provides a sheltered anchorage from the prevailing southwest winds, it is only deep enough to accommodate vessels of moderate size west of 4th Street. Due to the siltation at the mouth of Padden Creek, which is exacerbated by the railroad trestle and the presence of shallow water and extensive eelgrass beds, the shoreline to the northeast is not conducive to water-dependent uses.
- Because Fairhaven lacks the land area necessary to house a population large enough to fully support the business in its commercial core, it is heavily dependent on visitors who rely on private transportation. Dramatic growth in the past four years has overtaxed Fairhaven's parking supply. Expanding surface parking or creating new structured parking has thus far been prohibitively expensive.
- While the frequency of public transportation between Fairhaven and Downtown Bellingham has been greatly improved over time, connections with adjacent neighborhoods have not. Frequent bus service circling through the South Hill, Happy Valley, South, and Edgemoor Neighborhoods with Fairhaven as a hub would greatly assist the residents of the five Southside neighborhoods in taking daily advantage of Fairhaven's many resources.
- The recent dramatic increase of Fairhaven land values has made the attraction of new light manufacturing operations and the construction of new single-family houses problematic. The attraction of commercial firms with professional level employment opportunities and provision of more moderate-priced homes in other Southside neighborhoods are essential.

Fairhaven Neighborhood Character Vision: The Fairhaven District will continue to be a thriving urban village that serves all the Southside neighborhoods, the wider community, and visitors, and is a place where people live, work, visit and play in comfort and close proximity with each other and with the natural environment.

Fairhaven Neighborhood Character Goal 1 (FNCG-1): Fulfill Fairhaven's role as a model of vibrant, successful urban village development for other Bellingham neighborhoods.

FNCG-2: Enhance Fairhaven's economic viability in terms of the quality of life of its residents, the success of its businesses and the generation of tax revenue for the City of Bellingham.

FNCG-3: Preserve Fairhaven's distinctive social, historical and architectural character, maintaining a healthy balance among Fairhaven's residential, industrial, commercial and retail sectors as the neighborhood grows and changes.

FNCG-4: Acknowledge the important role that "anchor" firms play in each business sector and encourage the Southside neighborhoods to fully support these enterprises.

Fairhaven Economic Development Policy 1 (FNCP-1): Involve all Southside neighborhoods, the Fairhaven business sector, the City of Bellingham and the Port of Bellingham in collaborative efforts to implement the urban village concept.

FNCP-2: Support the efforts of the Old Fairhaven Association to formulate and implement an ongoing, comprehensive marketing program for Fairhaven.

FNCP-3: Support the efforts of the Port of Bellingham to provide separate launching areas in Fairhaven for non-motorized and trailerable power boats; to provide additional mooring and docking, and fueling facilities for larger private boats on Fairhaven's waterfront. Encourage the Port of Bellingham to maintain the Bellingham Bay Boating Center at its present location or to relocate it to a more suitable one nearby.

FNCP-4: Encourage the City of Bellingham to develop and refine land use codes and design standards that are supportive of historic preservation/rehabilitation and to consistently utilize design review to enforce them.

FNCP-5: Support and attract unique, innovative, promising businesses that demonstrate commitment to building community, to stewardship of the environment and to exemplary customer service and employee relations. These businesses should complement the context, character and values of Fairhaven, provide its basic needs (such as employment, food, clothing, hardware, personal services, etc.), and enhance its standard of living.

FNCP-12: Encourage the Port of Bellingham to provide suitable launching access to Harris Bay for all tenants that may require it.

HOUSING

Note: Some Land Use content may move here.

In 2010, the Fairhaven Neighborhood has a population of approximately 1,017 in an area of .3 square miles (about 192 acres). This population is spread between 138 single-family units and 325 multi-family units. Most of the multi-family units are found in apartment and condominium structures built in the past four years.

Fairhaven Housing Vision: Support regulations that encourage the development of a range of housing types of housing types that honors the historic architectural tradition of Fairhaven and respects the natural environment.

Fairhaven Housing Goal-1 (FHG-1): Maintain the demographic base needed to support neighborhood K-8 schools.

FHG-2: Encourage a balanced mix of housing in the neighborhood that reflects a broad range of income levels.

Fairhaven Housing Policy-1 (FHP-1): Employ mixed-use designs to infill vacant and/or underdeveloped lots in the core of the Fairhaven neighborhood, and encourage innovative infill housing forms in the residential parts of the neighborhood.

FHP-2: Work with adjacent neighborhoods to maximize infill opportunities to provide a full spectrum of housing types and price levels to implement the urban village concept.

FHP-3: Participate in planned growth housing plans to ensure the broadest spectrum of housing options in the neighborhood, e.g., Kulshan Community Land Trust projects.

FHP-4: Participate in the Coalition of Southside Neighbors, an open and transparent public forum in which representatives of all Southside interests may work together to identify and address common goals and seek the resolution of differences.

Part 3: Development Character

- i. Development Character Policies (i.e. Land Use, Site Design, Building Design)
- ii. Fairhaven Design Review District
- iii. Implementation Strategies

Note: Content from other parts of the original proposal was placed here as placeholders only. This section requires extensive rewriting, further process and discussion with stakeholders, and refinement. The Fairhaven Design Review District information has yet to be added and will be a work program element of the planning effort. Some Land Use policies will also be evaluated and likely moved to this section.

Inserted from Capital Facilities:

C. RESOURCE CONSERVANCIES - HISTORICAL

Following is the current list of historic buildings in the Fairhaven District. Detailed information on all the past and present historic buildings in Fairhaven. See the City's web site for additional information at <>.

1. The Fairhaven Hotel - **1890**
2. Sycamore Square (Mason Block) - **1891**
3. Waldron Building - **1891**
4. Nelson Block - **1900**
5. Grad 1410 Building - **1890**
6. Terminal Building - **1888**
7. Monahan Building - **1890**
8. Pythias Building - **1892**
9. Morgan Block - **1890**
10. Bellingham Bay Hotel and the Jenkins-Boys Buildings - **1901-1903**
- 11.) Fairhaven Carnegie Library - **1904**

FCFG-14: The historic character of Fairhaven should be protected and preserved.

Note: This goal is vague and might be difficult to administer. The design review criteria should include a good description of the elements that make up the "historic character".

FCFP-20: All of the structures in this section should be included in the City's official Historic Preservation Register. *Note: The City's Historic Code requires building owners to sign the local Historic Listing application. To date there is only one building on the local registry – the Waldron Block.*

FCFP-21: A Design Review District Board should be created to review all new and renovation project proposals located in the business and residential areas of

Fairhaven. It is recommended that the Design Review Code for Fairhaven be reviewed and rewritten to provide clear direction to those wishing to improve existing structures and/or design new structures. *Note: There is a design review board for Fairhaven – the Historic Preservation Commission (HPC). Not sure if this policy is calling for a new board? Does this policy propose that there be design review for single family areas of the neighborhood? This would be a first for Bellingham. There is already a design review process for all multi-family areas. Staff would not support adding a design review requirement to single family areas idea unless additional resources were provided. We agree that the design review code for Fairhaven needs updating. This should be done in the urban village master planning process.*

FCFP-22: A Fairhaven Museum, which would gather and display still-existing artifacts from Fairhaven's historic past, should be planned.

FCFP-23: A public education program for the Fairhaven Historic District should be created, and materials for self-guided visitor tours of the District could be considered for distribution, as a means to highlight the reason for the District's existence, and to honor these last vestiges of Fairhaven's exciting history. *Note: This could be done now by the neighborhood/business groups. Additional resources would be required if the City is going to do this.*

Inserted from Transportation Section:

FTP-7: New sidewalks in the core of Fairhaven should be twelve feet wide rather than five feet.

Note: This policy regarding the appropriate width of sidewalks in the core area should be evaluated in the 2012 urban village master planning process. This is a complex issue, as widening sidewalks would require elimination of on-street parking in some areas and may impact existing storm drainage facilities. Funding for the improvements is also an issue.

FTP-11: The feasibility of a Pedestrian Mall should be explored on 11th Street between Mill and Harris Avenues and between Harris and McKenzie Avenues. Issues needing to be addressed prior to establishment of Pedestrian Malls include replacement of displaced parking and method of delivery to fronting establishments. An experimental period should precede permanent implementation.

FTP-11 Alternate: A Pedestrian Mall is not feasible. The 1994 Fairhaven Parking District utilized these streets to provide required parking for the commercial enterprise in this area. (Transportation Chapter Supplement: 1994 Fairhaven Parking District).

Note: Policies regarding a potential pedestrian mall in the core area should be evaluated in the urban village master planning process. Establishing a pedestrian mall

raises many complex issues and should be evaluated by all stakeholders.

FTP-19: On days that the Farmer's Market at the Village Green is operational, recommend closing off Mill from 11th to 10th Street from 1:00 to 8:00 PM with barricades to allow for more pedestrian safety and easier access to the market.

Note: The City already has a process for temporarily closing streets. It requires consensus among affected property/business owners. Even so, this is one of the policy issues that could be evaluated in the urban village master planning process.

FTP-19 Alternate: Do not promote closure of Mill during Farmer's Market. Disruptive to circulation and parking. *Note: Staff suggests evaluating this policy in the urban village master planning process.*

FTP-22: Expand bicycle parking opportunities in the core business area. Options include: a centralized parking area within the Village Green and/or increased rack placement along sidewalks, integrated with sidewalk fixtures when possible. Long curblane racks, S-type racks, and curlicue racks located in grassblock portions of sidewalk encouraged. *Note: the policy is fine but the options are one of the issues that should be evaluated in the urban village master planning process.*

FTG-6: Transform the current private vehicular movement and parking scheme in Fairhaven to one that: 1) takes into account the growth pattern of the past five years, 2) accommodates future growth and 3) facilitates pedestrian and bicycle movement. *Note: This goal relates to the commercial core area and should therefore be evaluated and priorities established in the upcoming urban village master planning process.*

Inserted from Capital Facilities

A. STREETSCAPES:

In the 2005 Comprehensive Plan, the 1995 Comprehensive Plan Review found that a number of capital facility projects had not been completed. For Fairhaven: "Continuing investment in safe school routes by improving arterial pedestrian walkways." (Page CF-67)

Road surfaces and sidewalks have exposed rebar and multiple uneven layers of surfaces, creating dangerous walking surfaces and unsightly roadways on many areas of Fairhaven Village.

The 2007 Fairhaven Neighborhood Questionnaire, mailed to over 1000 residents, landowners, tenants, and business owners, asked people to rate the conditions of the streets, street lighting and pedestrian facilities in the neighborhood and business area. The results show that 48% rated the facilities good or very good and 21% rated the facilities bad or very bad See attached questionnaire in Appendix ____.

FCFP-17: Encourage brick or cobblestone design in central business district and extend look in residential areas, using porous paving systems to assist with stormwater infiltration where possible. Complete sidewalk upgrades for universal access to the business district.

FCFP-18: In what is called "Trail Blazing," improve and highlight the water connection between the Cruise Terminal, Waterfront, and the Business District along Harris Avenue with wide sidewalks, trees, and some brick crosswalks. Erect an arch across Harris with a message stating: "Welcome to Fairhaven." Consider using an old-time trolley to transport people along Harris Avenue, and loop around to perimeter parking areas. *Note: The Fairhaven Neighborhood could fund enhancements such as brick sidewalks or a decorative arch through a local improvement district funding program. The City and WTA have no current plans to construct or maintain a street trolley system in the Fairhaven area.*

FCFP-19: Improve the boat/dock/shoreline facilities/public access. This could even become a U.S. Point of Entry for boaters entering the U.S., especially with the Coast Guard Station/Border Patrol already in the area. Fairhaven could be similar to a smaller Friday Harbor. In the summer, boaters would be allowed to tie up for a limited time and visit the area. *Note: The Port had concerns with this policy language – see Fairhaven Comprehensive Scheme.*

Inserted from Land Use – this section contains content that may be moved to other sections

OVERVIEW:

Fairhaven has been designated in Bellingham's Comprehensive Plan as a District Urban Center, "designed to serve the entire community while remaining accessible to those living or working nearby" and "expected to accommodate significant additional residential and mixed use development." As an "urban village" Fairhaven already has a variety of land uses. Perhaps more than any other neighborhood in the City, it has a high concentration of residential, commercial, and industrial properties in close proximity. A combination of quiet residential, more urban residential, commercial and industrial areas make this a full-spectrum neighborhood. Carefully planned growth is essential to maintaining the quality of life in these varied areas.

Our challenge is to address the diverse needs of differing interests in a way that preserves the goals of Fairhaven as a prosperous, livable community with a unique character and maintains ongoing stewardship of its natural resources. That unique character includes land that slopes from the uplands downward west to the water with a marked elevation differential defined by the shoreline bluff, a slope from southern highlands north to the water, a 1900-era historical business core, a working waterfront, common views of Bellingham Bay and Lummi and San Juan islands, and ready access to the wooded trails of the Padden Creek corridor.

Although numerous significant buildings from the past are now gone, Fairhaven is fortunate to retain fourteen nationally recognized historic buildings from around the turn of the 19th century, during a time of relative prosperity for Fairhaven. The tallest existing historic buildings in Fairhaven are 54 feet above the average sidewalk grade, and the average height of the existing historic buildings is 37 feet above average sidewalk grade. The now-gone Fairhaven Hotel at the northeast corner of 12th and Harris was five stories above Harris Avenue and six stories about 12th Street, and approximately 70 feet tall, with an ornamental tower extending upwards to approximately 110 feet above grade.

Rapid growth in the period 2003 through 2007 has shaped much of the commercial area of Fairhaven and the area has already met infill projections forecasted in the 2006 Comprehensive Plan. This allows us the luxury of working toward a high-quality, consciously created community.

SPECIAL NOTE:

In terms of area, Fairhaven is currently one of Bellingham's smaller neighborhoods. As originally platted it was somewhat bigger and as a City it was considerably bigger. Since Fairhaven is recognized as Bellingham's premier urban village the City should work with the neighborhood associations residents, property and business owners to develop an urban village overlay for the area. This overlay could be used to facilitate the creation of strategic linkages, such as sidewalk and/or pedestrian-bicycle paths along 10th Street in the South Hill Neighborhood between Douglas Avenue and the Taylor Avenue Dock. The overlay could be used to plan future infill and intra-neighborhood transportation routes, and address issues that impact all the neighborhoods.

FLUV (Fairhaven Land Use Vision)-1: Preserve and enhance the unique character and livability of the Fairhaven neighborhood.

GENERAL GOALS:

FLUG-1:(Fairhaven Land Use Goal) The Design Review process and guidelines for Fairhaven should be refined and clarified. Such guidelines should include multi-criteria assessment. The current (2007) designation of core, influence, and approach areas should be re-assessed based on the expansion of the business district.

The character and appeal of Fairhaven Business District is built around its historical buildings. In order to maintain that historical flavor and the economic and community health which result from it, a Design Review District has been in place within the historic center and those areas surrounding it. Height, bulk, and design elements have been limited in order to "enhance, extend, and preserve the historic look and feel of Fairhaven by encouraging development that mimics or is similar to the existing buildings of historic significance." The historic character includes not only specific buildings within the district but the waterfront setting and hillside site of Fairhaven. Given the infill and new development that has occurred in 2003 to 2007, and the

expectations of continued development, it is important to continue the Design Review District and extend additional regulatory and procedural requirements to the influence and approach areas. The purpose continues to be that expressed in the Purpose of the Fairhaven Design Review-City of Bellingham Municipal Code with the addition of maintaining a pedestrian emphasis, human scale, protection of natural habitat, and the preservation of the hillside flow from 12th to the waterfront.

FLUG-2: Mixed-used development should be encouraged in the commercial areas of Fairhaven, with commercial uses on the ground level and residences and office uses on upper stories.

FLUG-3: Existing historic buildings and structures should be preserved, and new buildings should follow the architectural scale and style of existing historic buildings.

FLUG-4: The pedestrian-friendly character of the Fairhaven commercial district should be supported by the provision of below-ground parking in new developments, and built parking structures on the periphery of the commercial core area.

FLUG-5: An improved comprehensive stormwater system should be developed for Fairhaven.

FLUG-6: Padden Creek and Estuary should be protected and enhanced as required by the Critical Areas Ordinance.

BASIC POLICIES FOR LAND USE IN FAIRHAVEN URBAN VILLAGE:(Applies to all areas except public & residential 6 & 7.)

FLUP (Fairhaven Land Use Policy)-1: The Fairhaven Design Review process should be revised to encourage the preservation and enhancement of historic character by limiting building size to match existing historic buildings and by requiring the use of similar architectural styles and materials. All development or redevelopment in the Fairhaven commercial areas should be planned in order to preserve, enhance, and complement the character of this special neighborhood.

FLUP-2: Building heights should conform to the step-down, stair-stepping flow from upland to the waterline, following the natural topography of the land, and preserving visual and physical access to the Bay.

FLUP-3: Development should balance the need for infill with preservation of the other goals of the Fairhaven Neighborhood Plan.

FLUP-4: Two to four story buildings with a height range of 35-54 feet are most appropriate for all commercial areas of the Fairhaven neighborhood in order to preserve the historic and pedestrian friendly character of the area. In general, three stories are preferred with the possibility of an additional mezzanine or parking level. Special development restrictions and options should include the following:

A. In the commercial core of Fairhaven (Areas 2, 5, and 8), the preferred height limit is 35 feet. Height above a standard height of 35 feet up to a maximum of 54 feet should be approved by the City Council based on criteria that include:

- 1) A parking plan or alternative transportation plan that demonstrates capacity for or decrease in the expected parking demand generated by the increase in floor area.
- 2) Reasonable preservation of views for adjacent residentially zoned areas.
- 3) Provision for significant community and/or environmental benefit/amenities (not defined as economic benefit, purchase of street furniture, internal patios, or semi-private plazas.)
- 4) Compliance with all covenants and legal agreements in place for particular areas in 2007.
- 5) Additional height would not restrict views of Bellingham Bay, create sun shadows in the historic district, or loom over historic buildings, Padden Creek, or residential homes.

B. Industrial functional need should be used to determine height for light industry for any new development proposed to exceed the 35-foot height, with a 54-foot maximum. *Note: Port does not support height limits on industrial property without specific "public" view corridors being identified and prioritized.*

C. No use should be permitted that provides for drive-through services.

D. Up to six feet of additional height beyond the 35-foot or 54-foot limit may be added to any new or modified structure to allow for placement and screening of roof-top mechanicals

FLUP-5: Vistas and view corridors should be identified and maintained from obstruction. Major view corridors towards/from Bellingham Bay (roughly east-west) include: 1) Harris Avenue, 2) McKenzie Avenue, 3) Larrabee Avenue, 4) Mill Street, 5) Donovan Avenue, and 6) 6th Street. These corridors should be maintained, fanning toward the water when feasible. Mid-block view corridors should be created in the Fairhaven neighborhood core area whenever new construction or redevelopment takes place. Vistas from the Village Green, from Harris near the Padden Lagoon north, and from a variety of points along 12th are also important in preserving visual connection with the Bay.

FLUP-6: Signage and lighting in the commercial core should continue to be limited and controlled in a way to minimize the impact on residents in adjacent residential areas and the environmental impact on Padden Creek and the shoreline.

FLUP-7: All new residential development in the neighborhood is encouraged to include an element of affordable housing.

FLUP-8: Mixed use development with commercial use on lower levels and residential above is encouraged in the commercial core area as a means of providing for residential infill and urban-village densities.

FLUP-9: Establish a working partnership between the neighborhood and the Port of Bellingham to sustain industrial activity on Port owned properties.

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Part 4: Natural Environment, Parks, and Recreation

Fairhaven Natural Environment Vision (FNEV)-1: Protect, restore and preserve the existing natural areas in Fairhaven.

Fairhaven Natural Environment Policy (FNEP)-1: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to watch closely and keep track of the natural areas in the neighborhood.

FNEP-2: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to address the long term restoration of Padden Creek and its estuary for fish, wildlife and public education, as well as the restoration of beaches along Bellingham Bay.

FNEP-3: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to assure permanent protection of the Post Point Great Blue Heron Colony.

FNEP-4: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to encourage the purchase of additional land to increase the width of wildlife corridors along the existing riparian areas as density and infill occur.

FNEP-5: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to provide for increased trail connections and shoreline access for all.

1. NATURAL AREAS AND OPEN SPACE ASSETS

The visionary Shoreline Management Act, RCW 90.58.010, written in 1971 by the Washington State Legislature, identified the natural assets of the Fairhaven Neighborhood, as among "the most fragile and valuable of natural areas."

The Bellingham Comprehensive Plan, Chapter 7, Parks, Recreation and Open Space, identifies the natural environment, parks, recreation, and open space assets in the Fairhaven Neighborhood. The Introduction section of the Comprehensive Plan states "The policies in this chapter reflect the fact that citizens of Bellingham take great pride in, and place a great importance on, their parks and open space system. The policies also contain a commitment to maintain the existing system while providing new facilities..."(Intro-6).

Bellingham Comprehensive Plan Framework Goal: Visions for Bellingham Goal Statements, Section 1 - Development Patterns and Community Character:

"VB-3 Bellingham continues to retain its natural, green setting by protecting unique natural features and public open spaces, creating greenbelts and

preserving wooded hillsides in and around the City. New development is encouraged to incorporate existing mature vegetation and additional trees and native vegetation. Open space corridors along creeks include connections from the bay to Whatcom and Padden lakes as well as Squalicum and Chuckanut Creek corridors heading to the mountains. In order to preserve or create these green corridors and open spaces, the community employs a variety of techniques, including incentives and regulations for the design and siting of new development, as well as public acquisition.” (F-2)

Surveys conducted by the Park Department, and Fairhaven Neighbors, indicate that in general a large majority of citizens want to have, and will support, more wildlife and conservation areas. Survey results also show that most residents believe in the need to protect important environmental areas of the City, including additional sites along Bellingham Bay and Padden Creek. A large majority also want the City to acquire and develop more access sites along the shorelines, and develop an extended system of beach walks and over-water promenades and boardwalks along the waterfront. In Fairhaven, 76% said they wanted improved and direct access from the Village Green to the Bay, as proposed by Waterfront Futures Group.

A. FRESHWATER - PADDEN CREEK - is one of five streams that flow through the City of Bellingham. It runs for 2.7 miles, draining from the west end of Lake Padden and traveling west into Harris Bay, then Bellingham Bay. In 1892, anticipating the terminus of the transcontinental railroad, the Town of Fairhaven constructed a 2200' brick tunnel from 17th Street to just east of 22nd Street, as part of a flood control, swamp drainage and sanitary sewer project.

FNEP -6: Remove the 2200' brick tunnel from Padden Creek constructed in the 1880's from 17th to 22nd Streets along the north side of Old Fairhaven Parkway, to provide for the passage of Puget Sound salmon and trout species (putting the creek back in a creek bed by removing the tunnel is referred to as "daylighting" Padden Creek).

FNEP-7: Remove brick tunnel and “daylight” Padden Creek to provide a vital link in the restoration of, and improved habitat for, local salmon and trout species. Daylighting will provide a vital link in the restoration of coho, chum and cutthroat trout runs.

The Critical Areas ordinance, (BMC 16.55) protects Padden Creek and its buffer through regulatory requirements. Years of water quality monitoring indicate Padden Creek is a typical urban stream with water quality decreasing as it leaves the forested area at Lake Padden and picks up stormwater runoff in the downstream urban environment.

FNEP-8: The 2007 Stormwater Comprehensive Plan, as well as other neighborhood-led efforts, should be used to restore the natural flow and water quality in Padden Creek.

B. FRESHWATER HABITAT - PADDEN CREEK RIPARIAN AREA

PRESENT: Riparian areas are the wooded or vegetated corridors located along the creek, and such corridors possess free flowing water, certain soil characteristics, and vegetation that are transitional between freshwater and terrestrial habitat zones. The habitat area and wildlife corridor along both sides of the creek connects the saltwater shoreline to the highest point in the watershed.

Great Blue from the Post Point heron colony forage along the intertidal shoreline at Post Point, Post Point Lagoon, Padden Creek Estuary and other marine shoreline areas.

FNEP-9: A dedicated riparian area of at least 50' to 150' along each side of the creek should be planted with native vegetation and trees to create a protective and continuous wildlife corridor, filter stormwater, keep the water cool enough to salmon to survive, and protect foraging and nesting heron and other wildlife species.

FNEP-10: Riparian areas along each side of Padden Creek from Lake Padden to Harris Avenue should be preserved, and purchased if possible, by the City of Bellingham to protect and enhance the existing corridor for wildlife.

C. ESTUARINE HABITAT - PADDEN CREEK ESTUARY AND SHORELINE RIPARIAN AREA

Estuaries are bodies of water that are freely connected with the open sea and within which saltwater mixes with freshwater drainage. Estuaries create transitions among marine, freshwater, and terrestrial environments that support rich and diverse variety of wildlife species. Estuaries are typically shallower with warmer water temperatures than marine habitat zones. Padden Creek Estuary is a semi-enclosed "pocket estuary" of the much larger Puget Sound Estuary.

The Fairhaven Neighborhood Plan of 1980 stated: "Manage Padden Creek to enhance fisheries production and encourage pedestrian movement along the creek by use of shoreline management, and floodplain management."

PRESENT: The Padden Creek estuary, located north of Harris Avenue, between 6th and 8th Streets, has an overlook with interpretive signage. It has been identified by the Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, June 28, 2005, as important to restoration of salmon and trout runs in Puget Sound and the Nooksack River. The area is part of the Pacific Flyway migration system. Heron from the nearby Post Point heron colony forage in the estuary.

Per the 1988 Agreement Between Fairhaven Neighbors, Inc. and the City of Bellingham, the Padden Creek Estuary (below the high tide line) was deeded to the

City from the Port with the promise to be restored for wildlife and use as a park. In 1989 the City, Port, and Concerned Southside Citizens signed an agreement that identified protection of a 100' setback around the Lagoon, located north of Harris Avenue. The Padden Creek Estuary Planning Study, Habitat Restoration and Public Access, was completed in June 1990. The study pointed out a concern over a 27" stormwater outfall that discharges untreated stormwater from a large drainage basin in a number of neighborhoods directly into a sensitive site for salmonids. Few measures recommended by the study have been implemented.

In 2000, the Comprehensive Strategy within the Bellingham Bay Demonstration Pilot EIS identified four Padden Creek Estuary project sites, and rated them as most important with a high priority for restoration. To date, none have been undertaken.

In 2004 Waterfront Futures Group recommended the City close 8th Street between Harris Avenue and McKenzie to protect the estuary south of Harris Street, and restore the 100' riparian area on each side of the estuary. In 2005, Fairhaven Neighbors appealed the City's shoreline permit allowing a development to use 8th Street. A settlement was reached requiring 8th Street to be closed to vehicular traffic and restoration to be provided within the riparian area of the estuary. In 2006 the Management Recommendations for City of Bellingham Pocket Estuaries stated: "Padden and Whatcom Creeks offer the most estuary area for improvement and or restoration, with Padden having more area. Due to existing conditions, Padden currently offers better habitat opportunities. Padden should receive priority for habitat restoration and overall preservation."

The studies shown above and listed in the Appendix, conclude that restoration, protection, and preservation of the Padden Creek Estuary is very important to the recovery of salmon and trout populations.

FNEP-11: The City and the Port should move forward as soon as possible with the Bellingham Bay Pilot projects identified in the Shoreline Master Program Update. These include removing development from the riparian area upon redevelopment, eliminating contaminated runoff from the boat yard, establishing and enforcing native plant buffers. Great care needs to be taken to limit access for and interference by the public, in order to protect sensitive wildlife habitat. Creation of a self-guided public education signage program is suggested, along with carefully marked trails located as far away as possible from the estuary and wildlife habitat areas.

FNEP-12: The protective riparian area around the Padden Creek Estuary should be increased to 200-feet in width on all sides of this pocket estuary, for the long-term restoration and protection of Puget Sound salmon and trout species.

D. WILDLIFE HABITAT - BELLINGHAM BAY AND SHORELINE RIPARIAN AREA

PRESENT: The Shoreline Master Program has jurisdiction of 200-feet of uplands measured from the ordinary high water mark of Bellingham Bay. Marine habitats

provide critical plant, fish, and wildlife habitat that can be greatly affected by land- and water-based activities. Surveys and questionnaires indicate the public is very supportive of actually increasing wildlife and conservation areas along the shoreline. The public also desires to have access to the shoreline with beach walks and over-water promenades and boardwalks.

E. OPEN SPACE - POST POINT OPEN SPACE

The Post Point area includes the City's sewage treatment plant facilities and areas set aside for future expansion of the plant. While not officially designated park or open space, the area does include fields, gravel trails, planted areas and an off-leash dog area. The Post Point Heron Colony is located on the property south of the off-leash dog area, and is fenced off to minimize disturbance from dogs and people. These areas may be needed to accommodate expansion of the sewage treatment plant in the future.

FNEP-13: Maintain the off-leash dog area not immediately adjacent to the shoreline to minimize negative impact the shoreline riparian area of the Post Point Lagoon.

FNEP-14: The Post Point Heron Colony site should remain fenced off and be continually monitored for health. If necessary the off-leash area may need to be confined to the east end of the open space area, away from the shoreline riparian habitat area of the Post Point Lagoon, and the heron colony.

F. NATURAL AREA - LOWER PADDEN CREEK TRAIL PROPERTIES

PRESENT: Trail corridor and natural area with Interurban Trail, lower Padden Trail, and Padden Creek, including lands between Post Point and 12th Street. ~~15.5 acres.~~ Much of this area is used by the public for recreation and by wildlife.

FNEP-15: This Lower Padden Creek area should be maintained and preserved as a wildlife corridor and open space with access trails. As additional development and infill occur, the setback and buffer areas should be preserved.

FNEP-16: Residents and city staff will continue to work closely to identify existing trail problems and restore creek shoreline in order to protect the Padden Creek fish and wildlife species.

2. PARKS AND RECREATION ASSETS:

A. MARINE PARK

PRESENT: The Port of Bellingham-owned park includes a viewpoint, grassy play area, picnic tables, picnic shelter, and restrooms located overlooking the entry into Bellingham Bay at the end of Harris Avenue. The park, with its public access to the

shoreline, is a well-maintained asset to Fairhaven and Bellingham as a whole. The POB completed a restoration project to enhance the shoreline with a recreated beach.

FNEP-17: Establish enhanced native plant areas further from dynamic beach system and gradually improve park infrastructure with low-impact development features such as on-site stormwater treatment using low impact development techniques.

B. COMMUNITY GARDEN - FAIRHAVEN

PRESENT: Pea-patch community garden plots. ~~0.3 acres.~~

FNEP-18: The Community Garden should be preserved and maintained as community garden space.

C. FAIRHAVEN VILLAGE GREEN

PRESENT: Lawn area, summer movie program, and Wednesday afternoon farmer's market. Includes restrooms below the green, glass-covered seating areas with plantings to create an arbor, paved walks, and stage. ~~0.3 acres.~~ This popular gathering spot is a successful village park space that is well utilized and appreciated by both the neighborhood and the city at large. Existing capacity may not be adequate for current and future growth in Fairhaven. Space can be rented for private events.

FNEP-19: Investigate the feasibility of installing a retractable overhead cover for the stage area during inclement weather. Investigate the feasibility of acquiring additional land for public purposes in the immediate vicinity of the Village Green.

D. FARMER'S MARKET

PRESENT: Outdoor farmer's market conducted in Fairhaven at the Fairhaven Village Green from June through September.

FNEP-20: Encourage and support continuation of the farmer's market at the Fairhaven Village Green.

E. BELLINGHAM CRUISE TERMINAL

PRESENT: Terminal provides passenger and vehicle loading from a pier extending into the south end of Bellingham Bay. The east side of the pier loads the Alaska Ferry, the west side is used by passenger cruise ships. Public crabbing is allowed off the west side of the pier.

The terminal building houses a variety of commercial tenant activities and public spaces including ticketing areas, retail shops, an expansive front lobby, restaurant, shop, and a rear deck viewing area with sunlit solarium on the lower floor. The upper floor has a public sitting area overlooking Bellingham Bay and the ferry loading area.

The Cruise Terminal, owned by the Port of Bellingham, is a well-maintained asset to Fairhaven and Bellingham as a whole.

F. PADDEN CREEK ESTUARY BOAT LAUNCH

PRESENT: Boat launch ramps (2) and small float located on the south end of Bellingham Bay with access across BNSF tracks from 5th Street. Mooring buoys are anchored offshore from May to October for transient boats. Launching access is subject to tides and is affected by continual siltation from Padden Creek. Owned by Port of Bellingham.

The Port is considering plans for improving the boat launch facilities and further development of the Fairhaven waterfront, as part of their Comprehensive Scheme of Fairhaven Harbor Improvements.

FNEP-21: Encourage the Port of Bellingham to provide opportunities for early and continuous input from the member associations of the Coalition of Southside Neighborhoods (CSN), consisting of the Fairhaven, Edgemoor, South Hill, Happy Valley, and South Neighborhoods in the update of the Port's Fairhaven Comprehensive Scheme of Harbor Improvements.

FNEP-22: Maintain the existing boat launch area for small, non-powered boats. A new boat launch facility would be better located to the west of the existing launch area (possibly if and when the US Coast Guard relocates its ships). Water depths are greater to the west, siltation is not a problem, and therefore larger boats could be launched in a more sustainable location without tidal restrictions.

Mooring buoys are an important asset to the commercial areas of Fairhaven, and ideally there will be pedestrian access developed between the boat launch facility and a new trail to the Village Green (see FNEP-14). Providing a jitney that runs along Harris Avenue from Marine Park to the Village Green could also provide such access.

G. BELLINGHAM BAY COMMUNITY BOATING CENTER (OLD FAIRHAVEN BOAT WORKS SITE)

PRESENT: Sea kayak, rowboat, and sailboat rentals on Bellingham Bay from the non-profit's office at 501 Harris Avenue. This facility also stores boats for a monthly fee. Memberships are available, which include 1/3 off rental fees and extremely low cost membership for youth. Owned by Port of Bellingham.

FNEP-23: Maintain public access to the water with small boat rental and storage facilities.

H. FAIRHAVEN LIBRARY

PRESENT: The 10,250 square foot Fairhaven Branch of the Bellingham Public Library, was built in 1904 and is located on 12th Street. The main floor includes about 3,300 square feet devoted to library operations, an auditorium with capacity for 200 people and limited kitchen facilities. The lower level includes two meeting rooms each with seating 30-45 people. The facilities can be rented by groups.

FNEP-24: If resources become available, the Library Board should investigate the feasibility of acquiring property adjoining the Fairhaven Branch Library for library access and parking or development of open space or playground by the Parks Department.

I. TRAIL CONNECTIONS FROM OUTSIDE OF NEIGHBORHOOD

PRESENT: No through trails exist at or near the shoreline in the Fairhaven Neighborhood. The trail on the Taylor Avenue Dock deviates from the shore prior to connecting to the Village Green. The Lower Padden Creek Trail is well away from the shore of Bellingham Bay. The Port of Bellingham properties have no through connection for pedestrians or other trail users.

FNEP-25: With the likely future redevelopment of some portions of the Port of Bellingham property near the Bay, establish a beach/shore trail connection along Bellingham Bay from Marine Park to the vicinity of the Taylor Avenue Dock, possibly to a new stairway down from the Taylor Avenue pier or to a spur trail at the north end of the Port of Bellingham Property. This would require coordination with the BNSF Railway and other marine industrial users (Fairhaven Shipyards for example), and consideration of Federal security requirements and safety issues.

Part 5: Transportation, Circulation, and Parking

Note: This section was edited as suggested in the “Blueline version.” However, several elements will need further discussion and updated work with PW staff as the urban village planning effort unfolds. Need to ensure all topics are in one easy to find place (i.e. all references to trails should be together – some are in Natural Environment section).

Fairhaven is a walking-oriented and bicycling neighborhood, with heavy pedestrian use in and around the residential and business districts; it contains a regional hospitality district providing transportation terminals, accommodations and commercial and service venues.

Walking is highly encouraged by residents and merchants alike. In close proximity to the business district are parks, the waterfront, industry, walking trails, a branch library, elementary and secondary schools, and Western Washington University intersecting in a very small geographical area with high-volume transit. Vehicles from State Street, Old Fairhaven Parkway, and Chuckanut Drive converge at some point along Harris Avenue with local and regional buses, industrial tractor trailers, port-related business and service vehicles, trailered boats, and ferry traffic.

Bellingham’s Comprehensive Plan has a goal of reducing single-occupancy vehicle trips to <%> by 2022 (get citation). All features that promote multi-modal transportation should be encouraged.

Important opportunities for water transportation and recreation exist in Fairhaven. These opportunities include the public boat launch, the small boat center, and the Bellingham Cruise Terminal. These assets should be retained and cultivated to increase possibilities for expanded marine transit.

Not enough has been done with related infrastructure to acknowledge the rapid growth that Fairhaven has witnessed since the turn of the century. Sidewalks have been constructed in areas where new development has occurred. Currently, water and sewer facilities are being upgraded in 12th Street, and this project includes new bicycle lanes where feasible.

Fairhaven Transportation Vision (FTV)-1: Update infrastructure in Fairhaven to encourage a pedestrian and bicycle-friendly atmosphere and address traffic, pedestrian safety and parking challenges that have evolved through rapid growth in the neighborhood since 2000.

1. PEDESTRIAN AND BICYCLING ACCESS

A. TRAILS:

Fairhaven Transportation Goal (FTG)-1: Upgrade the Fairhaven trail system.

Fairhaven Transportation Policy (FTP)-1: Add links to complete the southside trail system. These include: a connection between the Taylor Avenue Dock and the South Bay Trail at Douglas Avenue; a trail from that point running down to the Bay and then along the shoreline to Marine Park, with a branch along the east side of the Padden Lagoon to meet the trail that runs along Padden Creek to the Off-leash Dog Park; and a trail directly connecting the Fairhaven Village Green and the Bay. Existing Trails should be preserved. *Note: Port stated the trail along the shoreline from Taylor Dock to Marine Park is not feasible due to RR, BCT & USCG security requirements and marine industrial use safety issues. Connection to Marine Park is better served by improved pedestrian walkways on Harris Avenue. Direct access trail from Village Green to Bay also has RR X issue.*

B. SIGNAGE:

FTG-2: Update signage for Fairhaven's transportation system.

FTP-2: The intersections of all trails with neighborhood streets and arterials should be marked with appropriate signage and maps showing where they lead.

FTP-3: Encourage WTA to provide "Transit-to-trail" signs at all WTA stops.

FTP-4: Signs welcoming walkers, bikers, and motorists should be posted at neighborhood entry points. Design of signs should be appropriate for the function and location.

C. SIDEWALKS, CROSSWALKS, AND RAILROAD CROSSINGS:

FTG-3: As resources allow and as development or redevelopment occurs, update accessibility and safety of sidewalks, crosswalks and railroad crossings in Fairhaven.

FTP-5: As development or redevelopment occurs, sections of sidewalk should be added to fill in existing gaps.

FTP-6: Traffic control devices should be installed at trail-street intersections when warranted according to adopted City standards.

FTP-7: Commercial sidewalk obstructions should be minimized to recognize pedestrian priority. Opportunities for increased accessibility should be promoted. An accessible Harris Avenue entrance to the Village Green, mid-block between 10th and 11th Streets, is desirable.

FTP-8: Crosswalks, should be created at intersections where pedestrian demand or safety issues warrant pedestrian crossings. The City should study whether crosswalks at Douglas and Knox Avenues along the 11th Street/Finnegan Way/12th Street/Chuckanut Drive corridor are warranted. Existing crosswalks in the corridor also should be made more prominent. The City should study whether an illuminated

pedestrian refuge island between traffic lanes is warranted in this corridor. Crosswalks should be placed on Harris Avenue at 8th and 6th Streets and in 6th and 4th Streets at Larrabee Trail when warranted by pedestrian crossing standards. The City and WTA should collaborate to create marked crosswalks at bus stops where pedestrian demand warrants.

FTP-9: If resources become available, study the feasibility of redesigning the intersection at Hawthorn, 12th Street, and Chuckanut Drive. Existing design inadequately facilitates left-turn to Hawthorn from northbound Chuckanut Drive.

FTP-10: Traffic control devices (stop signs or signals) should be installed at intersections near schools and along major walking routes where warranted.

FTP-11: The intersection at 12th Street and Larrabee Avenue should be better marked and illuminated.

FTP-12: Improved illumination should be considered in the Finnegan -12th corridor, from Knox to Old Fairhaven Parkway.

FTP-13: The railroad crossings at the foot of Harris Avenue and at the entrance to the Alaska Ferry Parking Lot should be reviewed, and if necessary, redesigned for maximum pedestrian and vehicular safety.

FTP-14: A prominent crosswalk should be placed in the intersection of 10th Street and Mill Avenue, connecting Fairhaven Village Green with the South Bay Trail. A high-security pedestrian railroad crossing should be created at the foot of the proposed trail between the Fairhaven Village Green and the shoreline.

D. BICYCLE LANES AND BICYCLE PARKING:

FTG-4: Add bicycle lanes and bicycle parking opportunities in Fairhaven.

FTP-15: Explore the feasibility of identifying, through signage, a bicycle bypass of the business core at 14th St. 14th Street parallels Fairhaven's eastern boundary and passes through South Hill, Happy Valley, and South neighborhoods, all adjacent to Fairhaven. Bicycle bypass could be indicated by signs at 12th and Mill, 14th and Mill, 14th and Fairhaven Parkway, and Chuckanut Drive entrance.

2. PRIVATE VEHICULAR MOVEMENT AND PARKING

A. NEIGHBORHOOD STREETS:

FTP-16: The narrow streets in Fairhaven's older residential area should not be widened or bordered with sidewalks in order to encourage more walking and bicycling

and slower driving.

FTP-17: If the industrial park redevelops to mixed use, evaluate the feasibility of purchasing property (9th Street has been vacated) to construct a through-road, connecting 9th Street and Harris Avenue to 10th Street and Douglas Avenue, along the base of the bluff.

B. ARTERIAL STREETS:

FTP-18: The Donovan Avenue-10th Street-to Harris Avenue connector from Old Fairhaven Parkway to the Bellingham Cruise Terminal is a principal arterial, a designated industrial truck route, and a high frequency transit route. Efforts should be made to retain the character of the street as additional development occurs.

FTP-19: Urge the Washington State Department of Transportation to contemplate and promote replacement of 12th Street Bridge. A seismically up-to-date, two-lane design is most compatible with Fairhaven character.

FTP-20: As private development and redevelopment occurs along the western portion of Harris Street, pocket turn lanes should be installed at selected intersections west of 10th Street.

D. PARKING: *Note: parking issues in the commercial core should be addressed in the urban village master planning process. All content below should be re-evaluated following a Parking Study conducted as part of the Urban Village planning process.*

The commercial area has unregulated parking. Port and other parking areas lack oversight. Existing stress on parking in the business core is exacerbated by individuals who park to use area walking trails, and by unauthorized overnight and long-term parking. The present voluntary Parking District system seems limited in its use and scope. As more mixed-use growth and infill occurs, present parking problems will increase in the business district, adding pressure to the residential areas for overflow parking.

Goal Statement: A comprehensive commercial and residential parking study should be undertaken by the City with the Fairhaven Neighborhood to address all of the issues outlined above. The study should: 1) consider the possibility of perimeter parking structures north, east, and south of the business district that encourage parking within easy walking distance of the commercial area, keeping traffic outside the congested area, 2) consider time-limited or metered parking on high-volume streets to facilitate business district traffic, 3) consider a pilot program that uses incentives to encourage use of WTA bus ridership for Village workers and residents, and possibly local shoppers.

FTP-21: Overflow of commercial parking should be discouraged in residential areas.

Limit daytime parking on neighborhood streets to local residents by the use of windshield stickers. Explore the establishments of residential parking zones (RPZs) funded by major beneficiaries.

FTP-22: Parking areas at local schools should not be expanded.

1. Fairhaven Parking District

FTP-23: Review the purpose and function of the Fairhaven Parking District in light of current and projected parking demand. BMC 20.12.010 – PARKING provides for waiver of parking requirements “when consistent with an area-wide parking plan and/or district which has been instituted together with a mechanism for providing required parking for the area or district. This provision is intended to allow on-street parking and off-site parking to meet parking requirements in those areas.” Data measuring existing parking supply and existing available commercial square footage in District should be compiled to determine compliance of District with BMC parking requirements. Parking District is closed to latecomers. (Transportation Chapter Supplement: 1994 Fairhaven Parking District).

2. Public Parking

FTP-24: Explore possibility of establishing zoned areas of limited parking duration in village core with city enforcement.

FTP-25: Explore possibility of establishing satellite lots with frequent WTA service along Harris Avenue.

FTP-26: Explore the development of public parking on sites such as the present surface lots behind Stanello’s Restaurant and in front of the Fairhaven Market and on the Port-owned property below the bluff at the foot of Mill Avenue, the latter to be accessed from 9th Street and Harris Avenue. Location of parking sites will influence vehicle circulation.

FTP-27: Explore all possibilities for development of a parking structure close to commercial core. Financing possibilities include installation of a mechanism for paid parking in area or LID on area properties. Shrinking land supply complicates garage placement. Possible peripheral garage locations include the bluff immediately northwest of 10th and Mill, the temporary parking area north of Mill Avenue between 10th Street and 11th Street, property east of 12th Street between Mill and Harris Avenues, and the Haggen property east of 13th, behind the supermarket, and the northeast corner of 13th and Harris. A parking structure placed northwest of Mill Avenue and 10th Street should preserve the view corridor from the Interurban Trail. Consider Performing Arts Center above parking structure if location is suitable.

3. TRANSIT

A. WTA:

FTP-28: Encourage WTA to make schedule and route literature available from dispensers in the core.

FTP-29: Encourage WTA to schedule 15-minute bus service between the center of Fairhaven and the other four Southside neighborhoods when financially feasible to do so.

FTP-30: Encourage WTA to schedule seasonal frequent bus service between the BNSF/Greyhound Station and the WWU campus during peak periods, e.g., before and after school terms and vacations.

FTP-31: Encourage WTA to schedule five-minute bus or trolley service on Harris Avenue between Fairhaven Village Green and the Multi-modal Transportation Center.

B. MULTIMODAL TRANSPORTATION CENTER:

FTP-32: Encourage the Port of Bellingham to expand outside sheltered passenger waiting at the BNSF/Greyhound Station to accommodate peak demands.

4. WATER TRANSPORTATION

FTP-33: Provision for short-term visitor moorage is encouraged. Visitor moorage may be achieved with installation of appropriate docks adjacent to Port property. Integration with existing pedestrian pier is also possible.

FTP-34: Identify ways to support and encourage expanded marine transportation opportunities including passenger ferries to and from Squalicum Harbor, the New Whatcom waterfront, the San Juan Islands, Victoria, BC, and other Puget Sound destinations.

5. IMPLEMENTATION STRATEGIES:

A. Bicycle improvements are viable subjects for grant funding. Cultivation of relationships with appropriate entities (i.e. Public Works Department, Parking Commission, Planning Commission) is necessary to guide city actions.

B. Encourage area traffic and parking study, monitor traffic and parking counts.

C. Track annual updates of City of Bellingham 6-year Traffic Improvement Plan.

Part 6 Capital Facilities

The goal of the Growth Management Act with regard to public facilities and services is to: “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.” (2005 Comprehensive Plan, Page CF-1)

Fairhaven Capital Facilities Vision-1: The Capital Facilities Plan provides the lens through which citizens view public safety, utility infrastructure, continued support for commercial and industrial enterprises, and lifelong learning through schools and the library.

The Fairhaven neighborhood desires to work more collaboratively with the City of Bellingham to encourage the continued high level of services presently enjoyed, as well as address issues of concern that have become obvious since the previous Neighborhood Plan of 1980.

1. POLICE - PUBLIC SAFETY

A. PUBLIC SAFETY - ACCESS TO POLICE ASSISTANCE:

Fairhaven Capital Facilities Goal (FCFG)-1: Provide for a safe and crime free neighborhood.

Fairhaven Capital Facilities Policy (FCFP)-1: When resources and population levels merit a change, consider modifying the police work-station located in Fire Station 2 to a staffed police sub-station that assures a visible police presence in the commercial, industrial and transportation areas of Fairhaven, as well as serve the south Bellingham neighborhoods.

B. PUBLIC SAFETY - UNPOLICED OVERNIGHT AND TERM PARKING:

FCFP-2: Work with the Bellingham Police Department to address the issue of overnight parking of non-resident vehicles in the Fairhaven Neighborhood. Vehicles are parked, and people are observed living in vehicles, along public streets in the Neighborhood. This vagrant parking on the public right-of-way and/or on posted private property is illegal and creates an unsafe, unsanitary, and unsightly environment for residents, children, and visitors to the area.

2. FIRE PROTECTION

“Bellingham Station 2: 1590 Harris Street. The Fairhaven Station was opened in 2001 and currently houses one engine, one reserve medic unit, and a workstation for the Bellingham Police Department. Fire Station 2 serves as the first response fire and EMS facility for the south side of Bellingham. The Fairhaven facility is adequate to

meet the anticipated demand during the 20-year planning period.” (2005 Bellingham Comprehensive Plan, CF-22)

FCFG-2: Maintain the present level of fire protection service and continued presence of Bellingham Station 2.

FCFP-3: The level of fire protection service should be adjusted as the population of Fairhaven increases.

FCFP-4: Support the 2005 Comprehensive Plan Capital Facility Vision, CFP-25: “Encourage the appropriate use of design and materials for individual buildings to help minimize loss of life or property in the case of fire or other emergency.”

3. LIBRARIES

PRESENT: Fairhaven is fortunate to have an historic Carnegie library, a branch of the Bellingham City Library located at Mill and 12th Street. This library also provides important community meeting spaces, and bulletin boards for public notices. The number of materials circulated from the Fairhaven Branch library more than doubled from 1996 to 2006. Library officials believe this upward trend will continue at all library facilities in the future. Space and structure limitations may affect how efficiently the Fairhaven Branch will be able to deliver services in the future.

FCFG-3: Ensure that the Fairhaven Branch Library evolves to reflect growth in Fairhaven.

FCFP-5: Preserve and restore the historic Fairhaven Branch Library building, and provide funding for the work.

FCFP-6: Library improvement plans should include upgraded technology to support the public need. Restoration and upgrade of facilities will ensure both physical and technological access for the entire urban village and surrounding neighborhoods. Maintain its present function as a multi-use facility for the community.

4. SCHOOLS

Residents of Fairhaven place a high value on education and access to well-maintained neighborhood schools for Fairhaven children and residents within walking distance, and with safe school routes. Currently Fairhaven elementary students attend Lowell Elementary School. Fairhaven Middle School is within walking distance of the neighborhood, and has useful space for some public meetings and events. Sehome High School is located on Bill McDonald Parkway, and serves the needs of the Fairhaven Neighborhood. Nearby Western Washington University provides Fairhaven residents with access to higher education, and the students bring a special vibrancy and energy to the neighborhood

FCFG-4: In accordance with policies established in the Bellingham Comprehensive Plan, encourage the Bellingham School District to retain neighborhood public schools, within walking distance of many residences, to foster a healthier and more educated community.

FCFP-7: Encourage the Bellingham School District to respect and comply with Comprehensive Plan goal statement CFV-3: "The community supports the highest possible educational quality for our children, including a curriculum that fosters innovative ways of learning and preparation for life in the 21st century."

5. SANITARY SEWER (WASTEWATER)

The City of Bellingham's wastewater treatment facility (WWTF) is located at Post Point in the Fairhaven Neighborhood. The facility discharges 11.0 million gallons per day (mgd) of treated wastewater into Bellingham Bay. The capacity of the WWTF has been increased to 55 mgd since the addition of the new secondary phase and clarifiers. The facility is 95% efficient at removing waste prior to discharge of effluent into the Bay (2005 Comp Plan, CF-10).

The City of Bellingham GIS Utility Map for Sewer, generated February 27, 2007, does not indicate that any new interceptor lines have been constructed on Harris Avenue since 1949; leading to the conclusion that a stormwater separation project recommended in the 1980 Neighborhood Plan may have been completed, providing for increased wastewater flows without having to construct additional wastewater collection infrastructure, as growth occurred.

FCFP-8: Encourage operation of wastewater treatment systems to eliminate odors.

FCFP-9: Encourage use of bio-diesel fuel for emergency generators to minimize air pollution for adjacent residential areas.

6. DRAINAGE (STORMWATER)

As a consequence of actions noted in the 1980 Neighborhood Plan and various combined stormwater/sewer separation projects, stormwater from Happy Valley, parts of South Hill, and Fairhaven Neighborhoods are collected in a 27" pipe that discharges directly into the Padden Creek Estuary (a "pocket estuary," vital to salmon recovery) under the Harris Avenue Bridge at 8th Street (Padden Creek Estuary Planning Study, Habitat Restoration and Public Access, June 1990). Note: Best available science for the Padden Creek Estuary and Lagoon is located in the Appendix ___ of the Natural Environment Chapter.

According to the City Utility Map, most existing public and private stormwater piping systems from the neighborhood, including Port of Bellingham properties, carry stormwater directly into Padden Creek or Bellingham Bay.

In new developments, such as 12th Street Village, mechanical treatment stormwater vaults are left to homeowners for permanent operation and maintenance. The Watershed Master Plan, September 1995 states: "Biofilter swales and/or water quality ponds should be incorporated into all new development." The Waterfront Futures Group Recommendations, December 2004, states: "Manage stormwater to enhance rather than degrade estuarine habitats. Treated or otherwise, assure the quality of stormwater used to enhance estuarine habitats." The Management Recommendations for City of Bellingham Pocket Estuaries, February 2006 (Revised September 2006) recognized Padden Creek Estuary as offering the most estuary area for improvement and or restoration. "Padden should receive priority for habitat restoration and overall preservation." The study recommended three goals:

1. Restore and maintain the Padden Creek delta as a viable urban marsh/estuary that supports diverse wildlife habitat.
2. Enhance and restore estuary and buffer functions.
3. Improve water quality by determining runoff sources and treat prior to entering lagoon.

FCFG-5: Create a stormwater management program for Fairhaven that will collect and treat stormwater using natural treatment systems, accommodate growth, and prevent flooding of streets and businesses in the commercial district. This program needs to assure that the quality of treated stormwater will enhance Padden Creek, the estuary, and Bellingham Bay water quality and habitats.

FCFP-10: Remove the 27" storm sewer outfall located under the Harris Avenue bridge that discharges untreated stormwater into the Padden Creek Estuary (identified by best available science as essential for the protection, restoration and preservation of Puget Sound Salmon and Trout species). Redirect the stormwater via an above ground bio-swale filtering system to be discharged into the Padden Marsh located at Larrabee and 6th Street.

8. PRIVATE UTILITIES

A. ELECTRIC POWER:

PRESENT: Puget Sound Energy maintains old, out-of-date infrastructure, not geared for present or future increased use in Fairhaven's commercial district. The system suffers with brownout and blackout conditions, resulting in loss of business, spoiled food, and extensive damage to 3-phase electrical equipment.

FCFG-6: Encourage PSE to upgrade electric power infrastructure as needed to accommodate the population/ building growth in Fairhaven.

FCFP-11: Encourage Puget Sound Energy to upgrade its power system infrastructure to acceptable, dependable standards, and provide timely response and adequate staff

for emergency repair work. As new development occurs, encourage PSE to move power lines underground to enhance the safety as well as the ambiance of Fairhaven.

B. WIRELESS INTERNET NETWORK FOR COMMERCIAL DISTRICT

FCFG-7: Organize local businesses to create a Commercial District wireless network, to provide an atmosphere of technology “at the fingertips” for business, parks, schools, library, cafes, and surrounding open space areas to enhance Fairhaven’s urban village concept.

DRAFT

Part 7: Land Use Areas – This section has not been thoroughly reviewed. It contains content that should be part of the UV planning policies and design guidelines, as well as content addressed in other parts of the plan. Any proposed rezones will require additional research and discussion with property owners to process. Any regulatory language (i.e. height limits, uses, zoning) will be pulled and placed in new code sections as part of the planning effort.

AREAS 1, 1A and 1B –

These areas are primarily industrial-zoned properties situated around the Fairhaven Harbor and Padden Estuary and owned and/or managed by the Port of Bellingham. The Port is in the process of updating its Scheme for Fairhaven Harbor Improvements and is actively cooperating with Fairhaven Neighbors in updating the neighborhood plan for these areas. Primary concerns for the area are stormwater management, preservation of marine habitats, public access to the waterfront, and view protection. Any potential interference with upland residential views from large-scale development in this area should be evaluated.

Fairhaven Land Use Goal (FLUG)-1: Encourage a healthy and thriving marine industrial and light industrial presence in Fairhaven.

Fairhaven Land Use Policy (FLUP)-1: All development within the shoreline jurisdiction should be ruled by the State of Washington Shoreline Master Program, the City of Bellingham's Shoreline Master Program and Restoration Plan and Critical Areas Ordinance, and other state or local laws that apply and match the best science for protection of the shoreline and Padden Creek and its estuary.

AREA 1 - This area, located north of Harris Avenue on both sides of the Padden Lagoon, incorporates the Fairhaven Marine Industrial Park and Bellingham's multi-modal Transportation Center, Fairhaven Station, serviced by Amtrak train, Greyhound Bus Lines, and Whatcom Transportation Authority bus. There is parking for the public boat launch (located in Area 1B) on the eastern side of the lagoon and marine industrial areas on the western side. The southern side of the industrial park is bordered by the City-maintained South Bay Trail. Several commercial businesses are also located within the Transportation Center and Port-owned facilities along Harris Avenue. All uses along the shoreline are subject to the Shoreline Master Program Regulations.

Marine and Transportation Center-related industrial and commercial uses should be maintained in the western segment of this area. The current (2007) 2-story building level should be maintained along Harris in this western segment for visual access to the Bay. *Note: The area is currently zoned Marine Industrial and there are no building height limits in that zoning district. Adding a height limit would require a zoning table amendment (Type VI process requiring Planning Commission and City Council review. The Port proposes this western segment be rezoned the same as adjacent*

Area 1B “Planned Marine Industrial” which would allow for transportation and tourist related commercial uses.

The portion of Area 1 east of Padden Estuary should maintain priority for water-related industrial uses and the provision of non-retail jobs. This area is not currently viable for marine industrial use due to the presence of eelgrass and low water depth. Non-water related commercial uses could be considered for sites fronting Harris Avenue. *Note: Port stated this area should not exclude those retail uses allowed in light industrial zones, especially along Harris Ave where retail uses would be most needed for a pedestrian friendly environment.*

This area plays an important role in the connection of the uphill business district and surrounding residential areas with the water. The distinction between the uplands and the tideland areas should be maintained and enhanced to foster the experience of moving between the two levels and to maintain visual connection to and from the Bay. New construction should follow the slope of the land. *Note: The Port noted that when this area redevelops to mixed use, they would support the development of a site specific master plan. In the interim, the Port proposes a zoning change similar to Area 1 of the CBD neighborhood – a mix of light and marine industrial uses.*

FLUP-2: There should be consultation with scientific experts to establish an appropriate buffer for the protection of the Padden Creek ecosystem. Setbacks for new development or redevelopment need to be sufficient for creating marked improvement of water quality due to non-point pollution and near-shore habitat value for this important pocket estuary. There should be at least a 100-foot setback around the estuary. There should also be mitigation for extensive water quality problems associated with the existing stormwater drain system maintained by the City and the Port. *Note: The CAO determines setbacks.*

FLUP-3: Encourage the construction of a greenway all around Padden Estuary, as well as pedestrian access and greenways all along the waterfront. *What is the intent of the “greenway” recommendation? Does the policy refer to a natural buffer? Trail corridor? Such a buffer is not compatible with industrial and RR uses.*

FLUP-4: Promote creation or expansion of public parks and public meeting space in this area. *Port noted that parks and meeting spaces are available in the Bellingham Cruise Terminal.*

FLUP-5: Ensure that one or more visual corridors be designated through any new development to the north/northeast of the area and fanned toward the water. *Note: How would these “corridors” be created in an area with no building height limits? Who will “ensure” that this happens? Building heights with the shoreline jurisdiction are already limited by the SMP regulations.*

FLUP-6: Explore, in conjunction with the South Hill Neighborhood Association, the feasibility of creating a new waterfront park south of Douglas Avenue with direct

pedestrian access from the Fairhaven Village Green as recommended by the Waterfront Futures Group. (Note: Such a park would be outside the current FH Neighborhood boundary.)

FLUP-7: Explore, in conjunction with the South Hill Neighborhood Association, the possibility of moving at least a section of the northern boundary of the Fairhaven Neighborhood from Knox Avenue to Douglas Avenue in order to include all of the Fairhaven Marine Industrial Park property within one neighborhood. *Port supports this.*

FLUP-8: A parking facility in the east side of Area 1 with entry on 9th Street and exiting north on Douglas Avenue should be explored subject to a traffic study and input from the Old Fairhaven Association and the South Hill Neighborhood Association. (A green roof or other innovative approach could be used to extend the public Village Green.)

FLUP-9: Encourage a rezone of Area 1 to: Planned Water-Related Light Industrial use with non-residential use with Shoreline and Design Review. *Note: the zoning designation proposed in this policy does not exist. Currently light industrial uses are not permitted in this area. One option is to keep the current Marine Industrial zoning and add a Planned qualifier to allow some light industrial uses, as is done in Areas 1A and 1B. May be appropriate to discuss zoning issues in the Port's update to their Scheme of Harbor Improvements Plan for the area? See POB's comments.*

AREA 1 LAND USE DESIGNATION: Industrial

AREA 1A: This area, located at the southwest intersection of Harris Avenue and 4th Street, includes a mix of marine and light industrial uses with buildings with a historical industrial flavor that balance the uphill commercial areas of Fairhaven. The portion of this area south of McKenzie Avenue that has been purchased by the City for future expansion of the Water Treatment Plant should be shifted to Area 10 and rezoned to a Public designation.. Until such time, this portion of the area should be maintained and promoted for light industrial use. The marine designation of this area could be removed; planned light industrial designation should remain with current special conditions to ensure that issues such as mixed-use compatibility, traffic, access, view, buffers, setbacks, signage, prohibited uses, and 35' height limit above the existing street grade for light industrial and commercial use in this area are addressed. All development should comply with regional air quality and state noise standards. All new development should be compatible with the character of the Fairhaven neighborhood and/or the transportation and waterfront area. Provisions for safe pedestrian access to this area both within the site and along Harris Avenue crossing the railroad tracks should be maintained. The pedestrian trail along the west side of 4th Street should be maintained with appropriate buffers along the Larrabee Avenue to McKenzie Avenue segment.

FLUP-10: Enhanced pedestrian connection to Marine Park should be established.

FLUP-11: Encourage a rezone of Area 1A to Planned Light Industrial with special conditions. *This change would not allow certain industrial uses that are allowed currently in the Marine Industrial zone. The change would require a rezone (Type VI process). See also POB's comments on this proposal – some of the area may be needed for and associated with the shipyard over time(separate document).*

AREA 1A LAND USE DESIGNATION: Industrial

AREA 1B: This area, northwest of the Burlington Northern railroad tracks and fronting Bellingham Bay on the north and Marine Park on the south, consists of marine industrial uses including the Bellingham Cruise Terminal, the Fairhaven Shipyard, a dry dock, a Shipyard Fabrication Building, Arrowac Fisheries, and PO warehouse #4 as well as the Bellingham Bay Community Boating Center and a public boat launch.. The area should remain reserved for marine-related industrial uses, taking advantage of the deep water port. Commercial uses should be subject to the procedures and safeguards of the City's "planned designation." The area should remain a marine industrial area with current special regulations to address, at a minimum, shoreline, compatibility, height, view, mitigation of noise, odor, and lighting, pedestrian access, and design review.

FLUP-12: To improve waterfront accessibility, maintenance of a public boat launch should be maintained. The continuation of Bellingham Bay Community Boating Center or a similar boating center should also be encouraged.

FLUP-13: Encourage a rezone of Area 1B to Planned Marine Industrial with special conditions. *Current zoning is Industrial, Marine, Planned, Mixed (commercial uses allowed that are "compatible with the Fairhaven Business district"). A rezone requires a Type VI review process.*

AREA 1B LAND USE DESIGNATION: Industrial

AREA 2: (Combining previous areas 2B into 2A, retaining development regulations of 2A) This area contains the core of the Fairhaven Business District, including the Historic District. (The only difference between the separate former areas had to do with the new construction of apartments/hotels. Given the current build-out of the areas, that distinction no longer seems relevant.) A growth of condominiums is forming a new residential area in this Fairhaven center, with a focus on easy access to services and amenities, pedestrian access, and a more urban, but still relaxed, lifestyle.

Of primary importance in this area is maintaining the historic character/style, pedestrian friendly atmosphere, and view corridors toward the bay and islands. Historic preservation requirements apply to the sixteen historic buildings and the Historic District. Warehousing is no longer appropriate. In order to promote a compact commercial core, encourage streetscape development, protect the Historic District and Fairhaven character and views, special development restrictions and options are applicable according to design review standards.

Note: Development regulations not appropriate for a neighborhood plan.

Parking areas should generally not be permitted between the building and street in order to maintain a pedestrian friendly streetscape. Where such parking has been in place and is necessary to the nature of the business, an exception could be made with no increase in size of parking area and mitigation such as buffering.

FLUP-14: Discussions with the Happy Valley Neighborhood Association should be initiated to address the issue of moving the eastern boundary of the Fairhaven neighborhood between Larrabee and McKenzie from its current location through the middle of the block between 13th & 14th Streets to the centerline of 14th Street, to provide a more logical boundary for administration and development. The new area could be included in area 2 and zoned accordingly.

FLUP-15: Encourage a rezone change of Area 2 to Commercial, Neighborhood, mixed uses with design review, view, height, and parking restrictions. A special covenant applies to facilities NW of Mill & 10th. *Current zoning is Neighborhood Commercial, Mixed (specific list of permitted mixed uses in the zoning table). Not clear how the proposed zoning is different from the current or which list of mixed uses would be allowed (currently, 2A and 2B have different mixed uses allowed). Port does not support this rezone.*

AREA 2 (formerly Areas 2A and 2B) LAND USE DESIGNATION: Commercial

AREA 2C: The Fairhaven Village Green is a one-third acre public park located within the center of the Fairhaven Business District at 10th & Mill. It is managed by the Bellingham Parks Department and is used for community gatherings and events. This central space is important for fostering a sense of community and occasional higher levels of noise and crowds should be allowed. This area is significant for the community and should be cherished and maintained. If Areas 2A and 2B are combined, then this would become Area 2B.

AREA 2C LAND USE DESIGNATION: Public

AREA 3: This is primarily a single residential area zoned residential multi. There is proximity to the 2A area and development in this area should be sympathetic to existing historic buildings. Special conditions regarding view should be in place.

FLUP-16: Support rezoning of this area to single residential if residents/landowners desire it. *Note: Current zoning is Residential Multi Multiple – 2,000 sq.ft/unit. A downzone to Single Family Residential would require a rezone – Type VI process.*

AREA 3 LAND USE DESIGNATION: Multifamily Residential, High Density

AREA 4: This area is bounded by Harris Avenue, 4th Street, Larrabee Avenue, and the Padden Creek estuary. It is largely undeveloped with two private owners and a Port-owned strip of land on the western side used to provide overflow parking for the cruise terminal and boat launch facility. The residential area to the south should remain separated and protected by a landscaped buffer with pedestrian/bicycle circulation as a buffer on the Larrabee Street right-of-way. This trail connects to the South Bay Trail and the Interurban Trail system. The Critical Areas Ordinance and the Shoreline Master Plan should be used to determine buffers and protection for Padden Creek and Padden Estuary in this area. Stormwater issues should also be addressed. *This area is currently zoning Light Industrial and there are no building height limits for industrial buildings. Commercial buildings have a 40-foot height limit. Any changes to the zoning/development regulations requires a Type VI process.*

This area should be developed to continue the Fairhaven Business District toward the waterfront. It is a transitional area between the residential area to the south, the transportation center, and the industrial/waterfront areas to the north and west. Safe and attractive pedestrian access down Harris Avenue is important. New construction should continue the character of Fairhaven and pedestrian accessibility. As one of the few undeveloped areas of Fairhaven, any open space or public amenities incorporated in development of this area would be desirable.

Although Light Industrial land is minimal in the city, the expansion of Fairhaven as an urban village suggests a more mixed use in this area, as suggested by the Waterfront Futures group. At the same time, this area is not appropriate for a primarily residential area. An appropriate land use would allow a mix of light industrial, commercial, and no more than 25% of constructed floor area for residential use. *Note: Residential not allowed under current zoning.*

This area is transitional between the water and the upland (south) residential areas. The down slope configuration should be maintained in both directions such that views upward and downward are maintained to some degree. Shoreline regulations are in affect along Padden Creek upstream of McKenzie Ave. *Note: Development rules*

such as height limits are properly established in the zoning code, not in a neighborhood plan.

Warehousing functions and assembly type manufacturing operations, which do not create a high risk of fire, explosion, radiation, etc, are appropriate for this area as well as high-tech businesses. Regional air quality and state noise standards should be complied with.

Development should be compatible with the area and protect the residential area south of the area. Visual pathways from the south through the development should be established to allow some view and sense of connection with the water.

FLUG-8: A primary goal for this area would be development with opportunities for living wage jobs.

FLUP-17: Efforts should be made to maintain 6th Street as a residential access road with commercial traffic confined to Harris Avenue and 10th Street. Building setbacks from 6th would be appropriate to widen the view corridor down 6th.

FLUP-18: Maximize the Larrabee Street right-of-way buffer with plantings and building setbacks.

FLUP-19: A portion of the Port-owned parking area should be used to support parking needs within Fairhaven and at some point de-contaminated.

FLUP-20: Encourage a rezone change of Area 4 to planned, mixed use of Light Industrial, Commercial, with designated limit on Residential. *Current zoning is Light Industrial. It appears the intent of the proposal is to add a "Planned" qualifier and a "Mixed-use" qualifier to allow residential uses, subject to a 25% limitation. All changes to zoning/development regulations require Type VI review process.*

AREA 4: LAND USE DESIGNATION: Industrial

AREA 5: This area lies along the south side of Harris Avenue between 10th & 8th Streets. It is bounded on the south and west by Padden Creek and the Padden Creek estuary. Current Planned Commercial zoning for this area, providing mixed use, is appropriate as it extends the Fairhaven Business District down Harris Avenue and provides urban residential infill. Padden Creek should continue to be a buffer between this more urban area and the single and multi-residential areas to the south. 8th Street between McKenzie Avenue and Harris Avenue should be closed to vehicular traffic except for those vehicles associated with fire, life-safety, utilities, and urban services.

FLUP-21: Support the transfer of the small portion of property that extends north of Harris Avenue at the corner of 10th Street to Area 2A. *Why? Does the property owner(s) agree?*

FLUP-22: McKenzie Avenue should be protected as an important view corridor.

FLUP-23: Encourage a rezone of Area 5 to Planned Commercial, mixed use with shoreline, design review, height and view conditions. *Note: Current zoning is Planned Commercial, Mixed. Not clear how the proposed zoning differs from the current. Appropriate zoning and development regulations should be established in an urban village master planning process.*

AREA 5 LAND USE DESIGNATION: Commercial

AREA 6A and 6B: (Suggest previous areas 6A and 6B be combined to Area 6) This area is bounded by Donovan and Larrabee Avenues and Padden Creek and 4th Street. It is designated as multi-residential and is a high density transition and containment area between the more mixed development to the north and the single residential areas to the south. The density levels are 5,000 sq. ft. minimum lot size for single-family, 2,500 sq. ft. per unit for multi-family. Larrabee Avenue should not be developed for vehicular traffic and the trail and buffer should be maintained through this area. Design recommendations in place are to protect neighboring single residential areas and the creek. Building height is limited as specified in the Land Use and Development code. Office buildings are no longer considered appropriate for any of this area. *Note: see comments below on FLUP-37.*

FLUP-24: Encourage a rezone to combine Areas 6A and 6B into Area 6 with a Land Use Designation of Multifamily Residential. *Note: it appears the proposal is to delete the planned designation from both areas and delete the "Mixed, Offices Allowed" designation from 6B. Residential zoning and density would not change if areas are combined. The Planned designation was intended to encourage aggregations of individual lots and to assure that issues in the area were addressed as development occurs. Do property owners in Area 6B agree that removing the "Offices Allowed" designation is appropriate?*

AREA 6A/6B LAND USE DESIGNATION: Multifamily Residential, Medium to High density

AREA 7: This area, called Old Fairhaven, is a medium density eclectic single-family area between the centers of Donovan and Cowgill Avenues and between 4th and 10th

Streets with an extension in the southeast corner to 12th Street. Five thousand sq. ft is the minimum detached lot size. This area is characterized by a quiet setting, often ungrooved and natural landscaping, with a mix of housing styles: a base of turn of the century housing stock with various eras since sprinkled throughout. Architecture is varied both in age and style. This diversity is important in maintaining the history and neighborly character of the area. At the same time, some common elements should be supported: preservation of older homes, large, uniform setbacks that follow the housing line, limited impermeable surfaces, open spaces around homes and parking behind houses and along alleys. Gardens and green fronts and unimproved narrow streets have created a friendly, semi-rural feel despite the rather dense lots. Pedestrian use of streets and trails link neighbors to each other and to surrounding areas.

This area should remain as a single-family area, maintaining the separation from multi-residential and commercial/industrial areas to the south. A few conditional uses should eventually be returned to single residential homes. Given the existing medium density of this area, new ADUs should be scrutinized as to their impact on the area's density. The area has some open lots and opportunities for redevelopment to meet residential infill requirements, if needed.

AREA 7 LAND USE DESIGNATION: Single Family Residential, Medium Density

AREA 8: This area is bounded by 12th Street, Padden Creek, 13th Street, and Donovan Avenue. It is an area of commercial and mixed use similar to Area 2 and suitable for redevelopment. Current uses include both commercial and residential. This area extends the commercial area from the Fairhaven Business District toward the residential south. Design Review should help continue the elements of Fairhaven character down 12th Street. Safe pedestrian access coming from both the business district and from Fairhaven Middle School are important. Protections for Padden Creek should be implemented for those areas adjacent to it. This area has limited access arterials, design review in place. Individual buildings are limited to 10,000 square feet.

FLUP-25: Encourage development of neighborhood services in this area.

FLUP-26: Encourage a rezone of Area 8 to Planned Commercial, design review.

Note: It's not clear how the proposed zoning is different from the current Planned Commercial zoning.

Note: Appropriate zoning and development regulations could be reviewed in an urban village master planning process. Otherwise, a rezone requires a Type VI process.

AREA 8 LAND USE DESIGNATION: Commercial

AREA 9/9A: (Suggest previous areas 9, 9A be combined.) This multi-residential area between Padden Creek and Larrabee Avenue is Fairhaven's most likely area for increased infill and redevelopment. A mixture of residential and small-scale office use is appropriate for this area. The south side of Old Fairhaven Parkway has already been developed. This area should be maintained as multi-residential with the allowance for offices in the entire area. Design review should apply to offices. Parking lots should be located adjacent to the alley and/or sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway. This area would be a good location for an affordable housing project such as Mathei Place.

FLUP-27: Encourage a rezone to combine Areas 9 and 9A into Area 9 with a Land Use Designation of Multifamily Residential, mixed. *Note: Current zoning is Residential Multi 2,000, with offices allowed in 9A. Not clear how the proposed zoning differs from current. See comments on FLUP-37. Any zoning change requires Type VI review process.*

AREA 9/9A LAND USE DESIGNATION: Multifamily Residential, High Density

AREA 9B: A small portion of Area 9 has been designated Area B to accommodate higher density and design review conditions based on the 1314 Old Fairhaven Parkway Concomitant Agreement.

AREA 9B LAND USE DESIGNATION: Multifamily Residential, High Density

AREA 10: This area is west of the 4th Street bluff and south of the Burlington Northern Railroad tracks, bordering the Edgemoor Neighborhood to the north, and includes the Bellingham's Post Point Secondary Sewage Treatment Facility. The area currently includes a heron rookery and an off-leash dog park. (As mentioned under Area 1A, property purchased by the City for expansion of the treatment facility between Larrabee and McKenzie should be included in this area.)

Until needed for the expansion of the sewage treatment plant, parts of this area should be maintained as open space with waterfront/public access and the area continued as an off-leash dog park subject to environmental stewardship of the Post Point heron Colony and shoreline. Stormwater management efforts should continue in this area.

AREA 10 LAND USE DESIGNATION: Public

AREA 11: This area is approximately 12.8 acres, and surrounds a portion of lower Padden Creek and the Padden Creek Estuary. The property in this area is entirely owned by the City of Bellingham and is adjacent to areas zoned for industrial, commercial, and residential uses. The area includes trails that connect to the South Bay Trail and interurban trails. Protection for the creek should continue under the Critical Areas Ordinance. This environmentally sensitive area and salmon habitat should continue to be promoted and protected. Public access in this area should be allowed where such access does not impact the health of the creek. This area could be expanded across Harris Avenue around Padden Estuary to a size that matches the buffer set forth in the Shoreline Master Program.

FLUP-28: Additional properties should be purchased where possible to expand this protected area.

FLUP-29: Transitions between this area and adjacent properties should be established wherever feasible. *Note: "Transitions" not defined.*

AREA 11 LAND USE DESIGNATION: Public

AREA 12: This is the site of Chuckanut Square, a multiple-story residential building for low income senior citizens owned by the Bellingham Housing Authority. The Housing Authority is to be applauded for making the color of the building more compatible with the character of Fairhaven.

FLUP-30: Encourage the Housing Authority to create additional parking on-site.

AREA 12 LAND USE DESIGNATION: Public

AREA 13: The Fairhaven Library. This important historic and community center should be maintained, promoted, and expanded as both a library and a community meeting place.

AREA 13 LAND USE DESIGNATION: Public

AREA 14: This small area was originally considered a transition area between commercial and industrial areas. Because it fronts Harris Avenue, it should be included in Area 2.

FLUP-31: Encourage a rezone to delete area 14 and transfer the property to Area 2.

Note: Current zoning is Commercial, Planned, Mixed (limited "light manufacturing uses allowed). Moving the area to 2A or 2B would eliminate the mixed use allowance.

FLUP-32: Any redevelopment of this site should remove the parking between the building and Harris Avenue and extend the architectural character of the Fairhaven core.

AREA 14 LAND USE DESIGNATION: Commercial

AREA 15: This is the 2.3-acre parcel at the foot of Harris Avenue known as Marine Park, owned and managed by the Port of Bellingham. The site is developed as a beachfront park with a picnic shelter and restroom building, paved trails, benches and picnic tables, landscaping, parking, and 750 lineal feet of shoreline on Bellingham Bay. The area is included within the area designated by the City of Bellingham as environmentally sensitive for historic and architectural purposes. Improvements to the natural shoreline in this park and the pavilion should be maintained. Safe public access to this area should be maintained and improved.

AREA 15 LAND USE DESIGNATION: Public

APPENDIX

LIST OF REFERENCES AND RESOURCES FOR FAIRHAVEN DISTRICT

1. City of Bellingham Neighborhood Plan FAIRHAVEN, Adopted 1980
2. Padden Creek Estuary Area Planning Study, Habitat Restoration and Public Access, City of Bellingham, Parks and Recreation Department, June 1990
3. City of Bellingham: Watershed Master Plan Draft, Volume 2, Basin Detail, November 1993
4. City of Bellingham: Watershed Master Plan, Volume 1, September 1995
5. Bellingham Comprehensive Plan, 1995
6. City of Bellingham: Wildlife and Habitat Assessment, an inventory of existing conditions and background information, Ann Eissinger, December 1995
7. Bellingham Bay Demonstration Pilot, Final Habitat Restoration Documentation Report, February 1999.
8. Marine Resources of Whatcom County, May 2000
9. Post Point Great Blue Heron Colony Assessment, For: City of Bellingham Department of Public Works, May 10, 2000
10. Forest Cover, Impervious Surface Area and the Mitigation of Stormwater Impacts, 2002
11. Padden Creek Monitoring Project, Final Report, Institute for Watershed Studies, Huxley College of Environmental Studies, Western Washington University, June 5, 2002
12. City of Bellingham, Padden Creek Survey, for the Department of Public Works Plants Division, August 9, 2002
13. City of Bellingham, Wildlife Habitat Assessment, Ann Eissinger, March 2003
- 14-A. Waterfront Futures Group Initial Findings Report, September 2003
- 14-B. Final Workshop Report, Opportunities and Ideas for Habitat Restoration and Water Access on Urban Bellingham Bay, March 2004
- 14-C. Waterfront Vision and Framework Plan, Connecting Bellingham with the Bay, Waterfront Futures Group, Final Recommendations, December 2004
- 14-D. Waterfront Action Plan, Waterfront Futures Group, Final Recommendations, December 2004
15. Washington State Department of Ecology, Padden Creek Pesticide Study: Final Report, October 2003
16. City of Bellingham Department of Public Works, Connelly Creek Survey, 2003
17. The Importance of Non-Natal Pocket Estuaries in Skagit Bay to Wild Chinook Salmon: An Emerging Priority for Restoration. Skagit System Cooperative Research Department, May 2003
18. City of Bellingham Department of Public Works, Urban Streams Monitoring Program Report, 2004
19. Marine Riparian: An Assessment of Riparian Functions in Marine Ecosystems, by Jim Brennan and Hilary Culverwell, 2004
20. Inner Bellingham Bay Juvenile Chinook Study, Lummi Natural Resources Data Report, Lummi Natural Resources Department, May 3, 2005

21. Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, Compiled and Edited by Puget Sound Action Team, Contributions from NOAA Fisheries, June 28, 2005
22. Management Recommendations for City of Bellingham Pocket Estuaries, prepared for City of Bellingham Planning and Development Department, prepared by Northwest Ecological Services, LLC, February 2006 (Revised September 2006)
23. The Bellingham Comprehensive Plan, Chapter 7, Parks, Recreation and Open Space - (completed as a separate component of the 2005 Comp Plan)
24. Title 22, Bellingham Municipal Code, Shoreline Master Program, April 26, 2007 Draft (still in draft form) approved by City Council December 2009
25. State of Washington 'The Shoreline Management Act of 1971' RCW 90.58.010
26. Port of Bellingham, Comprehensive Scheme of Fairhaven Harbor Improvements, Draft 2006-7
27. Fairhaven Neighbors 2007 Questionnaire and Replies
28. Post Point Heron Colony, 2009 Monitoring Annual Report, Ann Eissinger, Nahkeeta Northwest Wildlife Services.
29. Urban Streams Monitoring Program Report, COB Public Works Lab. Sept. 2010.
30. BMC 16.55, COB Critical Areas Ordinance.

6. REFERENCES

- A. CITY OF BELLINGHAM RESOLUTION 17-94, DTD 9 MAY 1994
- B. CITY OF BELLINGHAM AND FAIRHAVEN VILLAGE ASSOCIATION PARKING IMPROVEMENT AGREEMENT, DTD 18 OCTOBER 1994

Note: The Fairhaven Urban Village Profile below was used as part of the Traffic Impact Fee reduction legislation recently approved by City Council. It is included here for reference, and the statistics will be used as part of this planning effort and the Comp Plan update. Below that are the results of a staff-conducted Parking Study from 2006 for information only.

Fairhaven Urban Village Profile

2010 Characteristics

Gross Acres	45
Developed Acres	18
Existing Building Sq Ft	742,458
Existing FAR	0.95
Housing Units	273
Estimated Population	594
Est. Pop. Within 1/4 Mile of Urban Village	2,545
Total Jobs (2008)	1,214
Total Employers (2008)	245

Net New Growth 2010-2032

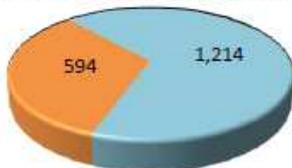
Housing Units	288
Estimated Population	513
Estimated Jobs	280

Buildout Totals for 2032

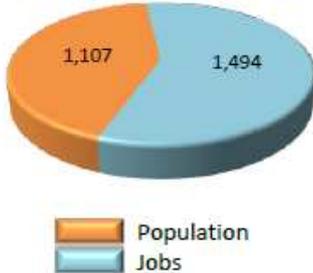
Housing Units	561
Estimated Population	1,107
Estimated Jobs	1,494



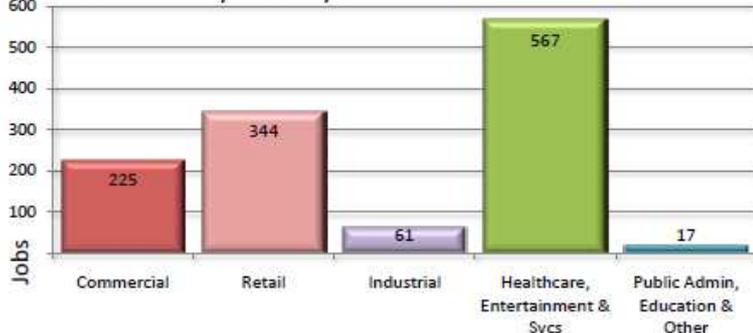
2010 Population & Jobs Mix



2032 Population & Jobs Mix

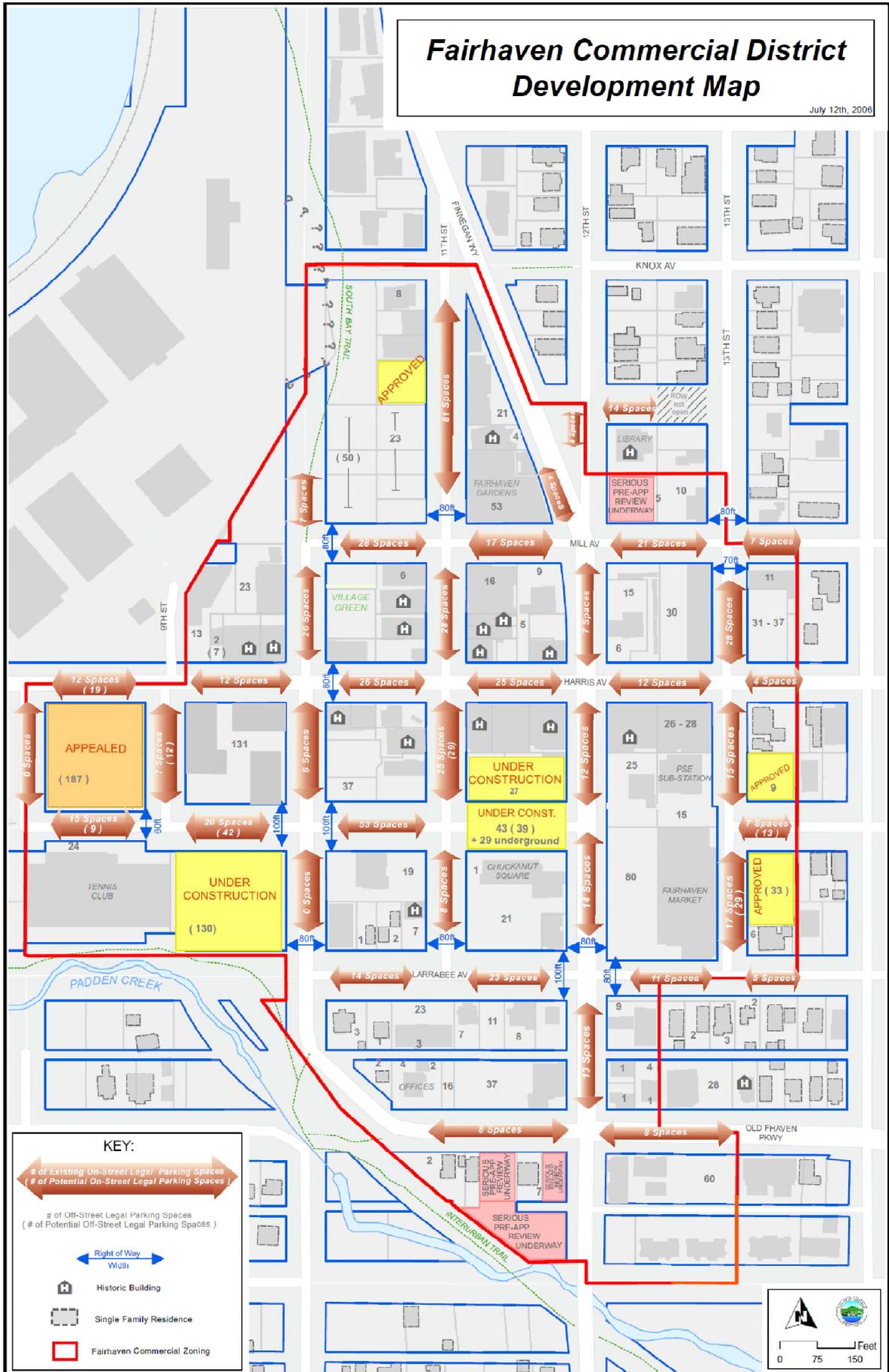


2008 Jobs By Industry Sector



Fairhaven Commercial District Development Map

July 12th, 2006



KEY:

of Existing On-Street Legal Parking Spaces
 # of Potential On-Street Legal Parking Spaces

of Off-Street Legal Parking Spaces
 # of Potential Off-Street Legal Parking Spaces

Right of Way Width



Historic Building



Single Family Residence



Fairhaven Commercial Zoning

