

**CITY OF BELLINGHAM  
PLANNING COMMISSION  
FINDINGS OF FACT AND CONCLUSIONS  
MARCH 17, 1988**

**Re: Consideration of a Parking Plan for the Fairhaven Business District**

**Overview**

**SUMMARY**

The Fairhaven Parking Study illustrates the need for parking to support the full use of existing commercial buildings and new construction in the Fairhaven Commercial District. It recommends that a program be implemented to provide on-street parking and peripheral parking lots to accommodate parking needs, while allowing the preservation of a compact commercial core.

**LOCATION**

The Fairhaven commercial area. The study area for purposes of parking demand is bounded by 9th Street, 13th Street, Mill Avenue and McKenzie Avenue.

**MAJOR ISSUES**

- On-site parking versus peripheral parking.
- Future funding and implementation methods.
- Improvement standards.
- Timing.

**STAFF RECOMMENDATION**

Approve the Fairhaven Parking Study.

**PLANNING COMMISSION RECOMMENDATION**

Approval of the Study as a basis for planning new parking plans and/or programs in Fairhaven. Recommendations in Parts A and B of the Plan should be adopted, however, the Commission recommends the second alternative in Part B in that off-street parking for new buildings should be provided in peripheral parking lots.

**Background/Prior Hearings**

Subsequent to the Commission's consideration of the Fairhaven Parking Study, the Council has adopted amendments to the Fairhaven Plan and the Land Use Development Ordinance which allow for the implementation of the off-site parking lots suggested by the Study.

## **Public Hearing**

### **APPLICANT'S STATEMENT**

It has been recognized that parking facilities are needed in the Fairhaven commercial area to accommodate the full use of existing vacant buildings and provide for future development. Special events such as Expo '86 and the Ski to Sea Festivals emphasized the need, and temporary on-street parking was constructed. It was recognized that a more comprehensive and final plan was needed. The Fairhaven Parking Study was developed in response to that need and reflects the input of community groups. It provides a guideline for the provision of parking that will allow the preservation of a high density commercial core in keeping the district's historic development pattern.

### **TESTIMONY**

Several land or business owners/managers testified in favor of the concept outlined in the Study. One land owner felt that parking should not be required for existing buildings, but supported the provision of additional parking in the area. It was reported that the Old Fairhaven Association approved a resolution urging the Planning Commission to forward the Study to the City Council with a favorable recommendation.

Based upon the application, record and public hearing held March 17, 1988, the Planning Commission makes the following:

### **FINDINGS OF FACT**

1. **Applicant/Initiator**

City initiated.

2. **Proposal**

Adoption of the Fairhaven Parking Study as a guideline for future parking plans and programs.

3. **Site Description**

#### **ADDRESS OF SITE**

The subject area involves the commercial district in the Fairhaven Neighborhood, as depicted in the referenced Fairhaven Study attached as Exhibit "A".

#### **COMPREHENSIVE PLAN DESIGNATION**

The study area is within Neighborhood Commercial and Planned Commercial designations.

#### 4. Applicable Comprehensive Plan Goals and Policies

Goal: Retain historic and cultural landmarks.

Goal: Preserve and promote neighborhood physical characteristics.

Policy: Neighborhood physical characteristics should be defined.

#### 5. Existing Site Conditions

The study area encompasses the Fairhaven Commercial core, a historic district largely developed with older commercial structures built to property lines, with some vacant parcels and a few improved parking lots.

#### 6. Other Facts

- \* There is evidence that inadequate parking is a constraint to business growth in Fairhaven.
- \* The Fairhaven Study presents a concept for providing parking without setting up a particular funding mechanism or designating specific locations for parking facilities.
- \* Provision of parking on site as prescribed by the standard zoning regulations could result in "strip mall" building and parking designs which would not be in keeping with the district's historic development pattern.

Based upon the above Findings, the Commission makes the following:

### CONCLUSIONS

1. There is a need for additional parking in the Fairhaven Commercial District to provide for full use of existing buildings.
2. There should be an alternative to on-site parking for new buildings in the study area described in the study area described in the Fairhaven Parking Study.
3. Peripheral parking lots, such as those potential sites shown on Map 4 of the Study, should be made available to provide required parking for new buildings in the study area.
4. On-street parking should be developed to accommodate parking requirements for existing buildings in the study area.
5. The land owners, merchants and the City should share in the responsibility of implementing a parking plan.

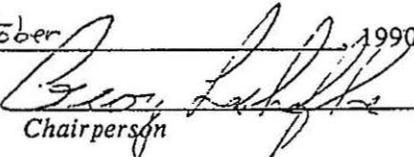
From the above Conclusions, the Commission comes to the following:

## RECOMMENDATION

The application is recommended for Approval with Conditions:

The second alternative in Part B of the Study recommendations is recommended:  
off-street parking for new buildings should be provided in peripheral parking lots.

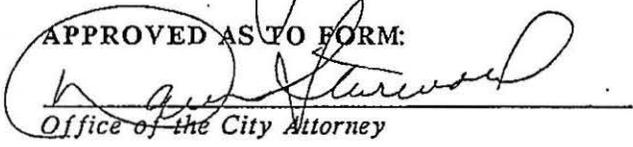
ADOPTED this 2<sup>nd</sup> day of October, 1990.

  
Chairperson

ATTEST:

  
Recording Secretary

APPROVED AS TO FORM:

  
Office of the City Attorney

# FAIRHAVEN PARKING STUDY

## I. Introduction

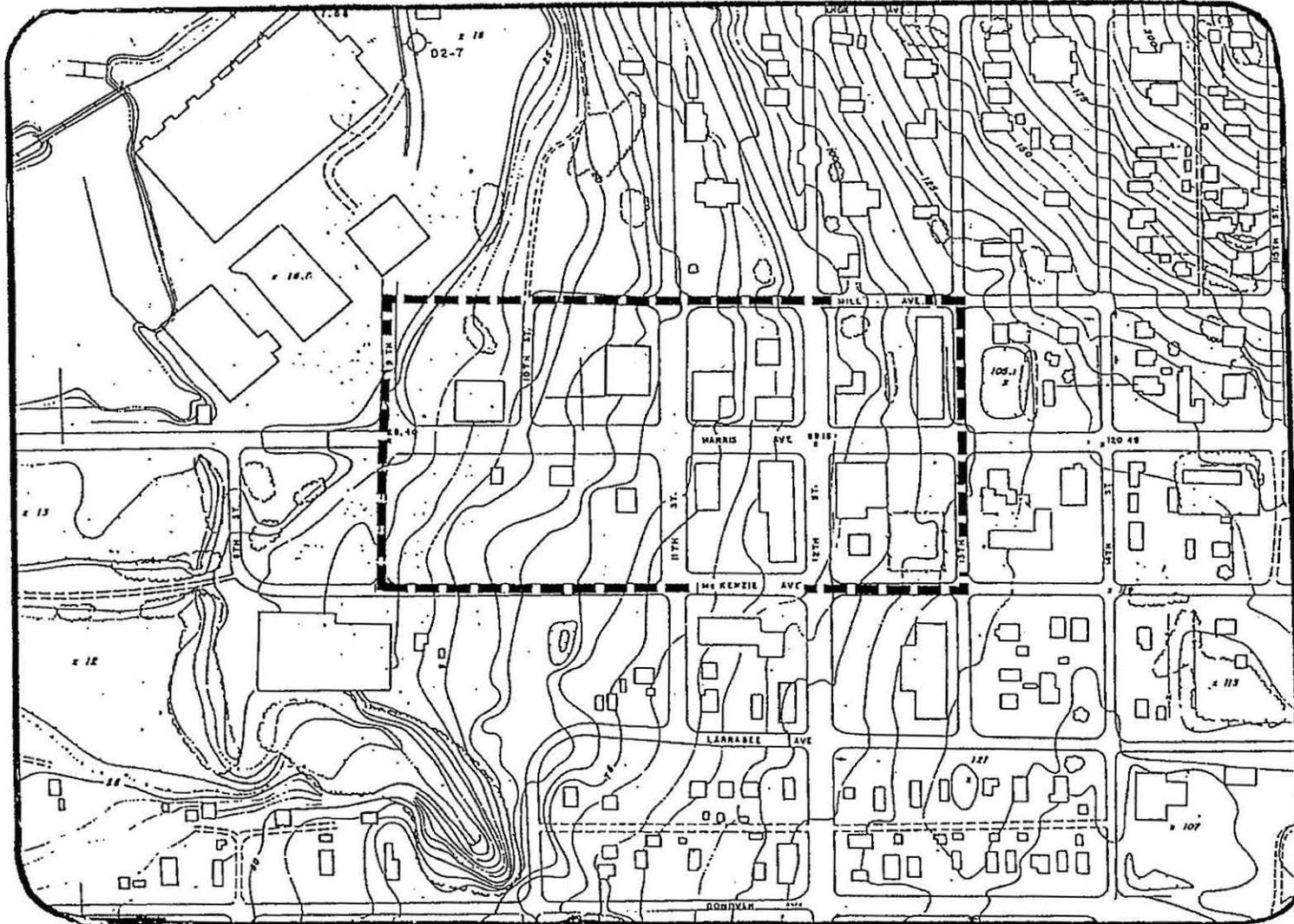
### A. BACKGROUND

The potential of the Fairhaven business area has been officially recognized by the City of Bellingham since at least 1973 when the Fairhaven Study was done by architect Jim Zervas. That and a subsequent study conducted in 1984 by the Fairhaven 1990 Task Force, titled Fairhaven 1990 Task Force Phase Two: Report, both identified inadequate parking as a potential constraint to business growth in Fairhaven. With the recent interest and growth in Fairhaven, the projected parking shortage has begun to be realized. Interim measures have been taken by property owners, the Old Fairhaven Merchants Association, and the City to relieve the shortage, but the potential for additional growth and the consequent demand for additional parking in Fairhaven is obvious. The purpose of this study is to help the City and Fairhaven property owners and merchants develop an overall "game plan" for providing necessary parking for additional businesses in Fairhaven. Hopefully, this study will stimulate discussion which will result in agreement by the City, merchants, and property owners on specific steps each will take to accommodate present and future parking needs in Fairhaven.

### B. STUDY AREA

The "study area" for this parking analysis is the eight city blocks bounded by Mill, McKenzie, 9th and 13th Streets as shown on Map 1. This area includes the primary (and secondary) historic commercial buildings in Fairhaven. It also includes the active CBD type commercial heart of Fairhaven. The reason for confining the parking analysis to this limited area within Fairhaven is to focus on the parking needs related to the full use of the core historic buildings and of potential infilling in that core area. There is considerable vacant and underutilized land surrounding the study area. As development occurs in those surrounding areas, adequate parking can be provided on site for the new uses, under city Land Use Code requirements.

# FAIRHAVEN PARKING STUDY



-2-

STUDY AREA BOUNDARIES



MAP 1  
SCALE 1" = 300'

### C. ASSUMPTIONS

There are several assumptions and biases which underlie the following analysis and recommendations. The first is that it is desirable to maintain the character of Fairhaven's compact historical commercial district while encouraging its economic growth. That provision of adequate parking is necessary to growth and prosperity of the area is the second assumption. The final underlying assumption is that it is essential that the Fairhaven property owners, merchants and the City of Bellingham share the responsibility for providing parking to accommodate appropriate economic growth of the historic Fairhaven business area.

### D. METHODS

Both the previously referenced 1973 Fairhaven Business District Study and the Fairhaven 1990 Task Force Phase Two: Report contain analyses and recommendations on parking for the study area. Those figures and recommendations have been reviewed. Relevant information and ideas have been updated and used as a basis for additional study.

Recent and accurate building sizes were obtained from the Whatcom County Assessor's Records, as was the current ownership of property within and surrounding the study area. Business license records and the 1985 Polk Directory have been used, together with information from a 1986 business survey conducted in Fairhaven, to determine current uses and the amount of space leased for various uses. New or recently occupied buildings and recent parking changes have been visually inventoried and added to the extensive information previously compiled.

With this basic data, parking need is calculated (using the City's Land Use Code requirements) for:

1. The current uses in the study area.
2. Full use of existing buildings in the eight block study area, and
3. A full build-out scenario as envisioned in the 1973 Fairhaven Study.

Opportunities for meeting the existing and projected parking needs are then analyzed. Finally, recommendations are made. These recommendations are intended for consideration by study area property owners and merchants, and City policy makers.

## II. Inventory and Analysis

Parking need is calculated by comparing the demand for parking to the availability of existing spaces. Existing spaces were inventoried using the Fairhaven 1990 figures and updating them, and are shown on Map 2. Demand is determined from standards based on typical parking usage for particular land uses. In Bellingham's Land Use Ordinance, parking standards for most commercial uses are based on the building floor area devoted to that use. While this or any other method of predetermining parking need is imprecise, it does reflect with reasonable accuracy the need for parking in most cases.

The first step to determine need is to inventory the existing spaces and the floor area devoted to particular uses. That information has been collected and presented as part of the Fairhaven 1990 study, based on uses in place then. The information from the study was updated using a visual inventory and business license and Polk Directory records. Assessor's records were tabulated and used as a crosscheck to verify the space now being used and available in existing Fairhaven buildings.

The floor area data from the Assessor's office is shown on Table 1. The information has been broken out to show space currently in use and vacant. The area devoted to restaurant usage is noted in parenthesis on the table as well. This information was used to calculate the parking need, based on the City's parking standards, for existing uses in the study area and for full occupancy of the existing buildings in that area. Table 2 shows those calculations, and the assumptions that were made when applying the standards. The calculations show that 496 off-street parking spaces are necessary to meet the parking requirement for current uses in Fairhaven. This is very close to the number arrived at using the actual count for every use in the area (499), done in the Fairhaven 1990 study and updated as noted above. To fully occupy the existing buildings in the study area with uses similar to those in place would require another 265 off-street parking spaces, for a total requirement of 764 spaces.

The existing parking supply in the study area is shown on Table 3. This information was updated from the Fairhaven 1990 study. It shows that there are a total of 493 parking spaces in the study area now. This essentially meets the current demand of 496 spaces discussed above. However, the City parking requirement is for off-street parking only. Table 3 shows that there are currently 258 off-street parking spaces

available in the study area - approximately half the required amount. While an argument can be made that parking is parking - whether on a street right-of-way or not - observation of the parking situation in the study area confirms that there are numerous times during a given week when the existing parking is at or near capacity. Additional nearby parking is obviously needed to accommodate further use of the existing buildings.

Table 3 projects parking demand and need for the current use, for full use of existing buildings, and finally for a full build-out of the entire Fairhaven commercial area - an ultimate development plan. This longest range plan is taken from projections made in the 1973 Fairhaven Business District Study. The plan calls for a total of 390,600 square feet of building floor area within the study area. Using the same assumptions and standards shown on Table 2, approximately 1,300 parking spaces would be required to accommodate that level of development. This is shown as the "build-out" columns in Table 3. The table shows that approximately 600 additional parking spaces will be required for potential new buildings within the study area.

# Legend



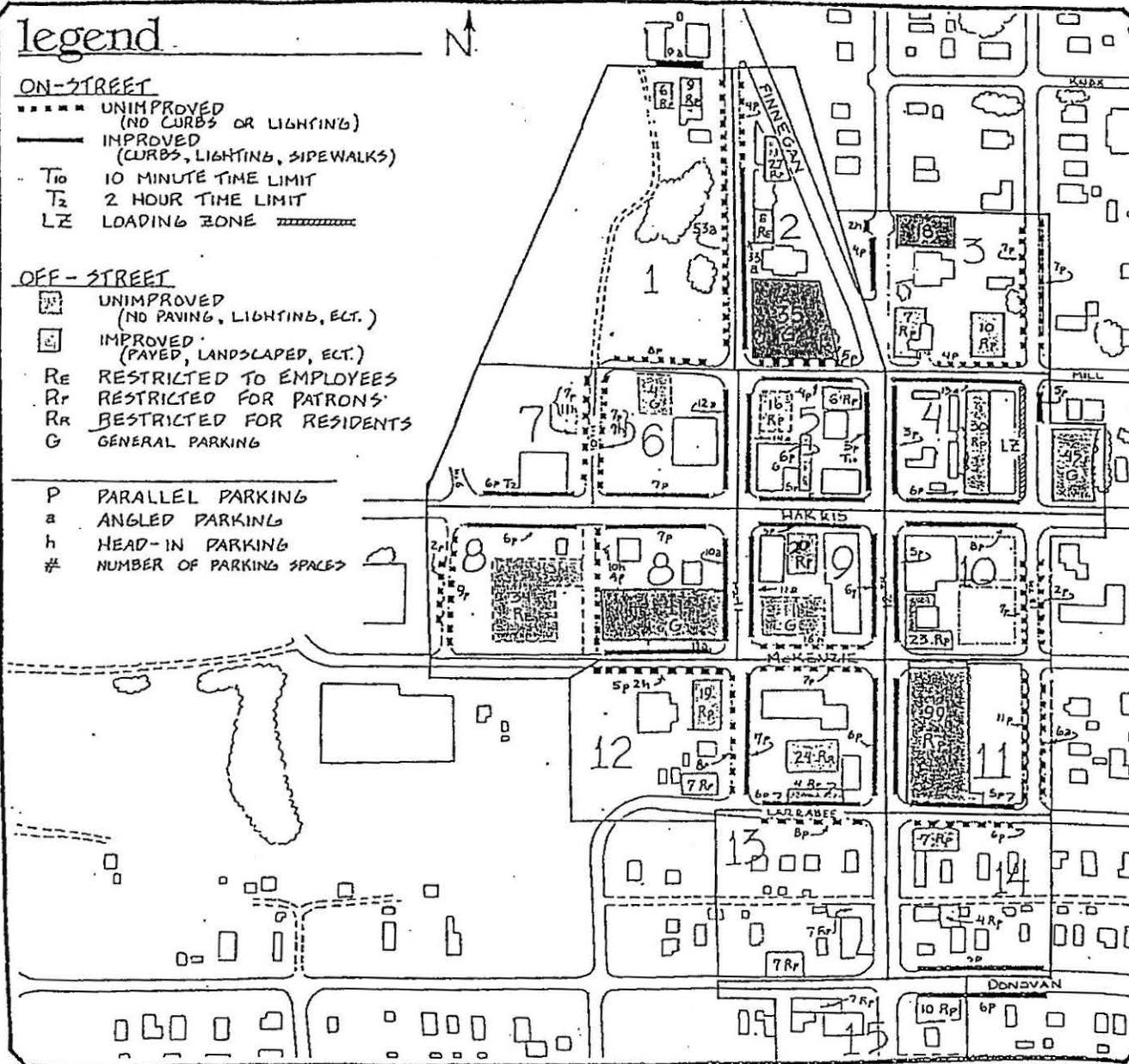
## ON-STREET

- ..... UNIMPROVED (NO CURBS OR LIGHTING)
- IMPROVED (CURBS, LIGHTING, SIDEWALKS)
- T<sub>10</sub> 10 MINUTE TIME LIMIT
- T<sub>2</sub> 2 HOUR TIME LIMIT
- LZ LOADING ZONE

## OFF-STREET

- [ ] UNIMPROVED (NO PAVING, LIGHTING, ECT.)
- [ ] IMPROVED (PAVED, LANDSCAPED, ECT.)
- Re RESTRICTED TO EMPLOYEES
- Rr RESTRICTED FOR PATRONS
- Rr RESTRICTED FOR RESIDENTS
- G GENERAL PARKING

- P PARALLEL PARKING
- a ANGLED PARKING
- h HEAD-IN PARKING
- # NUMBER OF PARKING SPACES



# EXISTING PARKING SUPPLY

PARKING IN THE FAIRHAVEN COMMERCIAL AREA IS A MIX OF UNIMPROVED AND IMPROVED SPACES BOTH ON- AND OFF-STREET.

THIS FIGURE PRESENTS THE INFORMATION GATHERED BY FIELD WORK IN JUNE, 1984, AND UPDATED WITH INFORMATION GATHERED IN MAY, 1987.

MAP 2

# TABLE 1

## FAIRHAVEN PARKING STUDY AREA

Floor Area (in Square Feet)

	<u>Total In Use</u> (restaurants in parentheses)	<u>Total Vacant</u>	<u>First Floor</u>	
			<u>In Use</u>	<u>Vacant</u>
<u>Block 30</u>				
905 Harris	2,280		912	
909 through 911 Harris		3,920		3,500
913 through 915 Harris	5,000	3,000	4,000	
<u>Block 31</u>				
1204 through 1206 - 11th	8,460	1,581	4,320	
1208 through 1210 - 11th	4,500 (2,000)	13,500	4,500	
<u>Block 32</u>				
1200 - 12th	2,444		2,444	
1115 Harris	2,500		1,250	
1111 through 1113 Harris	2,450		2,450	
1101 - 1103 Harris	5,000 (2,500)		2,500	
1105 Harris	234		234	
1209 - 11th	3,500		1,750	
1211 - 11th	2,393 (2,393)		2,250	
<u>Block 33</u>				
1202 through 1214 - 13th	8,800		8,800	
1215 - 12th	1,125		1,125	
1201 - 12th (R.R. Cars)	1,000		1,000	
<u>Block 36</u>				
1200 through 1202 Harris	7,890 (2,500)	25,881	7,890	1,610
1315 - 12th	2,431 (2,431)		2,431	
<u>Block 37</u>				
1300 through 1302 - 12th	14,748 (12,032)		14,748	
1100 Harris	10,000 (2,500)	5,000	5,000	
1308 through 1314 - 12th		25,000		5,000
<u>Block 38</u>				
1306 - 11th	5,778 (1,780)		4,016	
1000 through 1002 Harris	7,272		2,376	
<u>Block 39</u>				
916 Harris	1,248		1,248	
<b>TOTALS</b>	<b>99,053 (28,136)</b>	<b>77,882</b>	<b>75,244</b>	<b>10,110</b>
TOTAL Vacant (other Than First Floor)		67,772		
TOTAL (Vacant and In Use) 176,935 (all flrs)		85,354 (1st flr)	91,581 (all other flrs)	

(From Whatcom County Assessor's Records, 12/86)

## TABLE 2 PARKING REQUIREMENT CALCULATIONS

Calculations for estimating parking required for existing uses and full use of existing buildings in Fairhaven.

### I. ASSUMPTIONS

- \* Retail parking standard = 1 space/250 square feet open to public (assume 75% of floor area is open)
- \* Restaurant parking standard = 1 space/75 square feet open to public (assume 75% of floor area is open)
- \* Assume office/personal service and occasional other more intensive use of upper floors at a proportion which would require one parking space for every 325 square feet of floor area.
- \* Assume future retail and restaurant use of first floors at same proportion as currently used.

### II. EXISTING USE PARKING CALCULATIONS

#### First Floor

Floor Area Currently In Retail Use                     $\frac{47,108 \text{ sq. ft. (.75)}}{250 \text{ sq. ft.}} = 142$  parking spaces required

Floor Area Currently In Restaurant Use                     $\frac{28,136 \text{ sq. ft. (.75)}}{75 \text{ sq. ft.}} = 281$  parking spaces required

#### Other Floors

In Use Floor Area Currently                     $\frac{23,809 \text{ sq. ft.}}{325 \text{ sq. ft.}} = 73$  parking spaces required

Total spaces required for current uses = 496

### III. FULL USE PARKING CALCULATIONS

#### First Floor

Currently in Use	75,244 sq. ft.		
- As restaurants	28,136 sq. ft. (38%)		
- As other retail	47,108 sq. ft. (62%)		
Currently Vacant	10,110 sq. ft.		
- Projected restaurant	3,842 sq. ft.(38%)	$\frac{3,842 \text{ sq. ft. (.75)}}{75 \text{ sq. ft.}}$	= 38 parking spaces required
- Projected retail	6,268 sq. ft.(62%)	$\frac{6,268 \text{ sq. ft.}}{250 \text{ sq. ft.}}$	= 19 parking spaces required
			57 parking spaces required

Other Floors	91,581 sq. ft.	Total
Currently in Use	23,809 sq. ft.	
Currently Vacant	67,772 sq. ft.	$\frac{67,772 \text{ sq. ft.}}{325 \text{ sq. ft.}} = 208$ parking spaces required

Total additional spaces required for full occupancy of existing buildings = 265 spaces total

### TABLE 3

#### PARKING INVENTORY AND NEED SUMMARY

<u>Study Area</u>	
PARKING AVAILABLE	
- <u>On-Street</u>	
- <u>Unimproved</u>	92
- <u>Improved</u>	143
- <u>Off-Street</u>	
- <u>Unimproved</u>	127
- <u>Improved</u>	131
- <u>Total</u>	493
PARKING REQUIRED IN STUDY AREA **	
- <u>Now</u>	(496*) 499
- <u>Full Use of Existing Buildings</u>	(761*) 764
- <u>Build-Out of Entire Area</u>	1,300 (approx.)
- <u>Spaces Needed for Potential New Buildings</u>	600 (approx.)

These figures are based on actual counts taken in 1984 as part of the FAIRHAVEN 1990 TASK FORCE PHASE TWO: REPORT and updated as noted in text.

\*\* Based on Land Use Code requirements for off-street parking built to certain standards (only improved off-street parking counts toward these requirements.)

\* Figures estimated from Assessor's Floor Area Records (12/86)

### **III. Recommendations**

In order to encourage full use of the existing historic buildings in the study area, and to further encourage infilling to maintain a compact commercial environment in Fairhaven with minimal adverse impacts on adjacent residential areas, the following parking improvement alternatives are proposed.

#### **A. ON-STREET PARKING FOR EXISTING BUILDINGS**

It is proposed that diagonal on-street parking (together with an expanded parking lot on property owned by Ken Imus next to McKenzie between 10th and 12th Streets) be developed and permitted to accommodate the parking necessary for full use of the existing buildings in the study area. It is proposed that this parking be located as shown on Map 3. The parking is proposed in areas where it will be most convenient to the core historic business area in Fairhaven. Table 4 lists each of the street segments proposed for upgrading, and summarizes the number of additional spaces, costs and some of the advantages /disadvantages of each site.

This proposal is intended as an incentive to encourage full use of the existing historic buildings in Fairhaven. On-street diagonal parking is less expensive, in that there are no acquisition costs involved. The rights-of-way are eighty and one hundred feet wide - adequate to safely accommodate diagonal on-street parking on streets which are not truck routes, arterials, and are not steep uphill slopes.

The proposal reflects a reduction in the number of parking spaces that would be required for the projected full use of the existing buildings in the study area. As was discussed in the Analysis section (and shown on Table 3), approximately 764 parking spaces will be required for full use of existing buildings. There are now a total of 493 spaces in the area. The proposals shown on Map 3 and Table 4 would provide another 199 spaces for a total of 692 spaces. It is proposed that the City code be amended to allow conversion or remodeling of existing buildings in the study area without requiring on-site parking, provided the proposed on-street parking is provided, as shown on Table 4. It should be noted that the Fairhaven commercial area is unique within the city in its compact nature, and in that it consists primarily of multi-story historic commercial structures. In order to preserve the historic and compact character of the Fairhaven Business District, it is felt that shared use of street parking is appropriate.

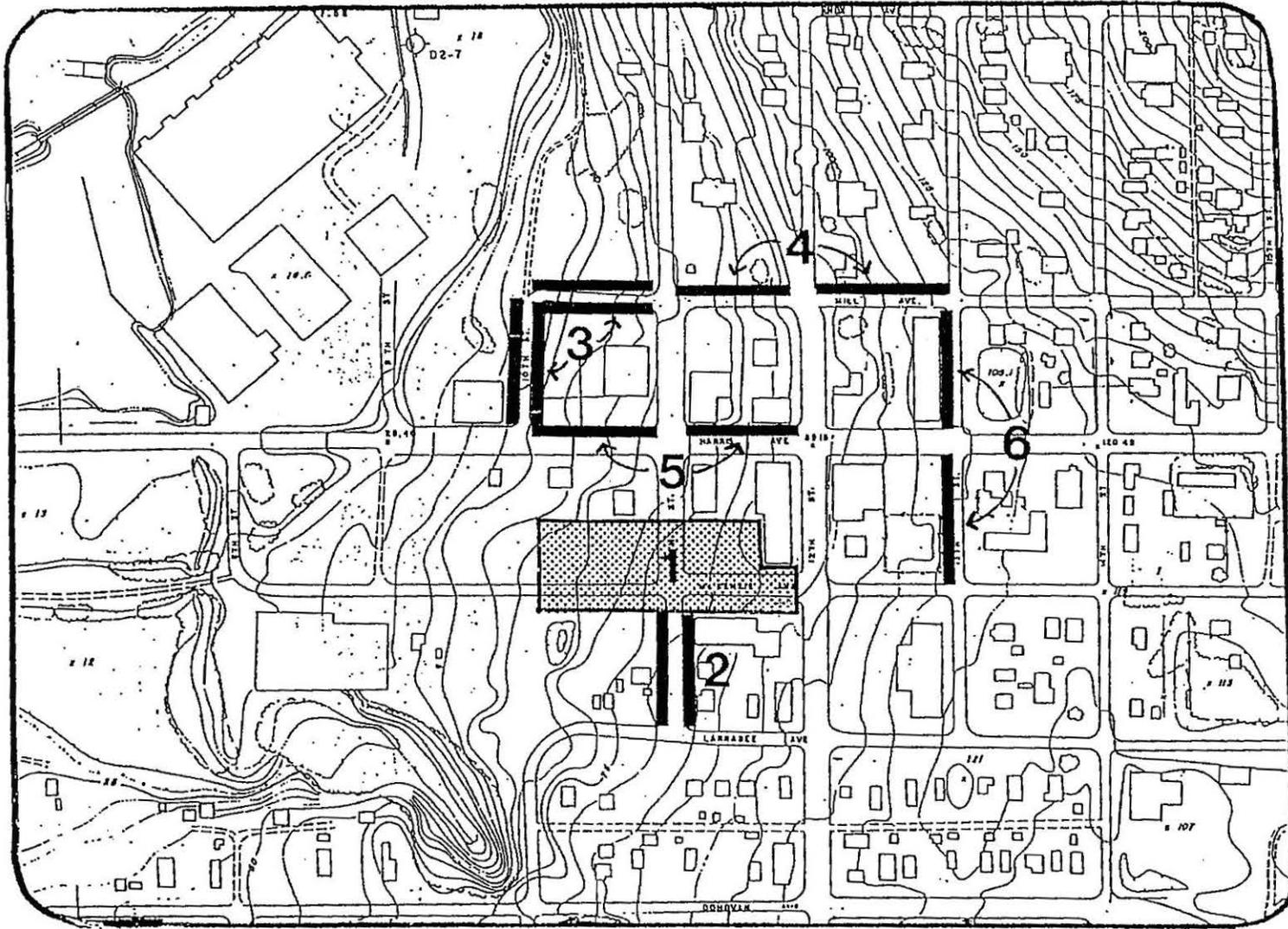
T A B L E 4

PHASE I - PARKING PROPOSALS

Map #	Street Segment	Net Parking Gain	Estimated Cost (x \$000)	Benefits/Drawbacks
1	McKenzie, 10th to 12th, together with the adjacent private land	89	107 (no acquisition costs included)	<u>Benefits</u> - Close, wide right-of-way - Opportunity for efficiencies when combined with adjacent private lots <u>Drawbacks</u> - Sensitive traffic, nuisance issues with adjacent residential and office uses
2	11th Street, McKenzie to Larrabee (diagonal parking)	19	53	<u>Benefits</u> - Relatively close <u>Drawbacks</u> - Relatively expensive
3	Mill, 10th to 11th and 10th, Mill to Harris (diagonal parking)	29	106	<u>Benefits</u> - Close, would improve area, adjacent properties <u>Drawbacks</u> - Possible grade problem, relatively expensive
4	Mill, 11th to 13th <u>north side only</u> (diagonal parking)	17	78	<u>Benefits</u> - Close to demand <u>Drawbacks</u> - Expensive; can only use north side of street due to steep grade
5	Harris, 10th to 12th <u>north side only</u> (diagonal parking)	20	2 (+450 for truck route)	<u>Benefits</u> - Centrally located, inexpensive <u>Drawbacks</u> - 10th Street truck route must be built first - Can only use north side of the street due to steep grade
6	13th, Mill to McKenzie <u>west side only</u> (diagonal parking)	25	101	<u>Benefits</u> - Convenient to Marketplace Building <u>Drawbacks</u> - Relatively expensive right-of-way improvement
TOTALS		199 Spaces	\$447 (Plus \$450 for truck route) \$ 92 LID and Federal Requirement Costs \$539	

# FAIRHAVEN PARKING STUDY

-12-



## PROPOSED ON-STREET PARKING

▨ PARKING LOT SITE

▬ AREAS CONVERTED TO DIAGONAL PARKING

NUMBERS CORRELATE WITH DESCRIPTIONS ON TABLE 4



MAP 3

Standards for these improvements should be at a level which will minimize long-term maintenance costs and liability exposure of the City. They should include asphalt paving, concrete curbs, eight foot sidewalks, lighting, minor landscaping and pavement markings. Rough estimated costs for each segment are shown on Table 4.

A number of alternatives are available for developing and financing on-street parking. One method is regulatory, as now stipulated in the City's Land Use Code, which allows the Director of Planning and Economic Development, with concurrence from the Public Works Director, to require construction of on-street parking for use by the general public on non-arterial streets if space is unavailable on site, but is available within the right-of-way. This requirement applies when renovations or changes in use require that additional parking spaces be provided. This would provide parking on a case by case basis, as the need arises. This alternative may not be equitable, however, as some of the on-street parking sites being recommended are more expensive to improve than others, and the cost would be difficult to equitably distribute over various improvements.

Other alternatives for providing additional on-street parking in Fairhaven are essentially financial in nature. While a number of alternatives for funding may be available and should be pursued, the important concept to consider at this point is that the funding should be shared by the City, property owners and possibly merchants in the Fairhaven Commercial Area. Such funding as Community Development Block Grant programs, low interest, long term loans or various state sources may be available for public dollars. The property owners could form a Local Improvement District, a Business Improvement District, a Public Development Authority, private agreements or employ other means to help fund the improvements. The Fairhaven property owners and merchants should determine which method is most appropriate for funding this parking.

Once the on-street parking improvements are completed, the City would be responsible for their maintenance.

## B. OFF-STREET PARKING FOR NEW BUILDINGS

The City Land Use Code requires that any new structure provide parking on site (or within 500 feet). If the remaining lots in Fairhaven are developed in this manner, it will be out of character with the existing "CBD" style of development of the commercial area with solid storefronts built up to the sidewalks. It is therefore recommended that common-use peripheral parking lots be developed on vacant land surrounding the core commercial area in Fairhaven. Parking for new buildings would be provided in those large, common parking lots. This parking arrangement may be more complicated to administer, but would encourage infilling of the commercial area, retaining a compact core with an historic flavor.

The 600 spaces required for new buildings in the "full build-out" scenario will require approximately 180,000 square feet of parking surface area, using a standard of 300 square feet of parking and maneuvering area per space. This is equivalent to four-and-one-half platted blocks if single level parking lots are constructed. 1988 Costs to develop surface parking lots are approximately \$500 per space, assuming minimal earth moving is necessary. It would cost approximately \$300,000 to develop 600 parking spaces on relatively level land in Fairhaven today. Land acquisition costs are not included in that figure.

Some possible locations for peripheral parking lots are shown on Map 4, and described in Table 5. Several of the sites are well suited for two story parking structures, if it is found to be feasible to build them. The structures may be phased, with surface parking developed initially. Second levels would be added as the need for additional parking arises. Most of the potential sites for parking structures are located on hillside areas, and should be developed using this topographic opportunity to minimize view obstructions. The lots should be well lit, well drained, and hard surfaced with safe, convenient pedestrian access to the adjacent commercial areas.

Funding alternatives for off-street parking lots are similar to those listed above for on-street parking. They are listed separately because of the importance of the distinction of on-street parking being specifically to accommodate the existing buildings in Fairhaven, with off-street parking recommended for new development.

The City Land Use Code requires that off-street parking be provided on site (or within 500 feet if space is not available on site) when any building is constructed or relocated. One alternative for providing parking for new buildings in the study area is to follow the existing code. The disadvantage of this is that the compact nature of Fairhaven Business District may be lost, if required parking lots are interspersed throughout the area as it develops.

Other alternatives are mechanisms to fund the proposed area-wide peripheral parking lots as shown on Map 4 and Table 5. In order to develop and use the peripheral lots under any of the funding options, the City Land Use Code must be changed to allow parking facilities in those areas, and to permit off-site parking which maybe more than 500 feet from the business it serves.

It may be possible to utilize a single mechanism (such as a Public Development Authority or a Business Improvement District) to provide both on and off-street parking facilities for the Fairhaven Business District. The specific timing and financing issues are different for on-street and off-street parking, however, so the alternatives for providing each type of parking are discussed separately.

These recommended alternatives are intended to stimulate discussion within the Fairhaven business community. Hopefully, that will result in a consensus recommendation to the City of Bellingham, for whatever action is necessary by the City to effect the desired solution to Fairhaven's existing and projected parking shortage.

T A B L E 5  
 PHASE II - POSSIBLE PARKING LOT LOCATIONS

LOT 1

Legal Lots 9 through 14, Block 37, Lots 3 through 6, Block 38, Amended Plat of Fairhaven  
Location 1000 and 1100 Blocks of McKenzie, 11th Street and adjacent vacant lots to the north  
Facility Type/Parking Gain Second story, 200 spaces to proposed Phase I lot  
Owner City (right-of-way), Jacaranda Land Company  
Benefits Central location, few owners  
Drawbacks Expensive (structure)  
 Potential view/nuisance/traffic impacts on adjacent residential and office uses

LOT 2

Legal Lots 5-8, Block 19, Lots 1-10, Block 20, Amended Plat of Fairhaven, and adjacent 10th Street and  
 Columbia Avenue rights-of-way  
Location North of Mill Avenue, including and on both sides of 10th  
Facility Type/Parking Gain Surface lot, 180 spaces. Possible 2nd Phase could be a second story, doubling the number of  
 spaces to approximately 350.  
Owner City (right-of-way), Ellis Massey  
 Mary Brozovich, Charles Lappenbusch  
Benefits Close vacant land, topography can reduce view obstruction, first phase could be relatively  
 inexpensive surface parking with second level possible as a later phase.  
Drawbacks Many owners, conflicts with trail plans (pedestrian access from Fairhaven along shoreline  
 to north)

LOT 3

Legal Lots 1 through 4, Block 30, Amended Plat of Fairhaven  
Location West of 10th, south of Mill on the north half of the block  
Facility Type/Parking Gain Two story structure, 50 spaces  
Owner Jacaranda Land Company (4 lots)  
Benefits Close vacant land, view obstruction can be minimized, few owners, first phase could be relatively  
 inexpensive surface parking  
Drawbacks Not a large site, could be combined with #2 above

LOT 4

Legal Lots 5 through 12, Block 34, Amended Plat of Fairhaven  
Location West half of block bounded by Harris, Mill, 13th and 14th  
Facility Type/Parking Gain 15 spaces for surface lot increase. 60 additional spaces for 2nd level.  
Owner Nina Vitaljic (4 lots), Jacaranda Land Company (3 lots), Marion A. Hartz (1 lot)  
Benefits Close  
Drawbacks Many owners, including owner occupied homes  
 Adjacent to residential neighborhood  
 Views blocked for adjacent residents

LOT 5

ral  
ation  
ility Type/Parking Gain

Block 57, Amended Plat of Fairhaven and adjacent Larrabee Avenue  
West of 10th, south of McKenzie toward Padden Creek  
Surface parking first 200 spaces  
Second story later phase 200 spaces

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efits  
awbacks

City of Bellingham (right-of-way), Chinook Investment, Vince and Bradley Davis  
Few owners, inexpensive first phase option  
Somewhat removed from core area, shoreline impacts/restrictions

LOT 6

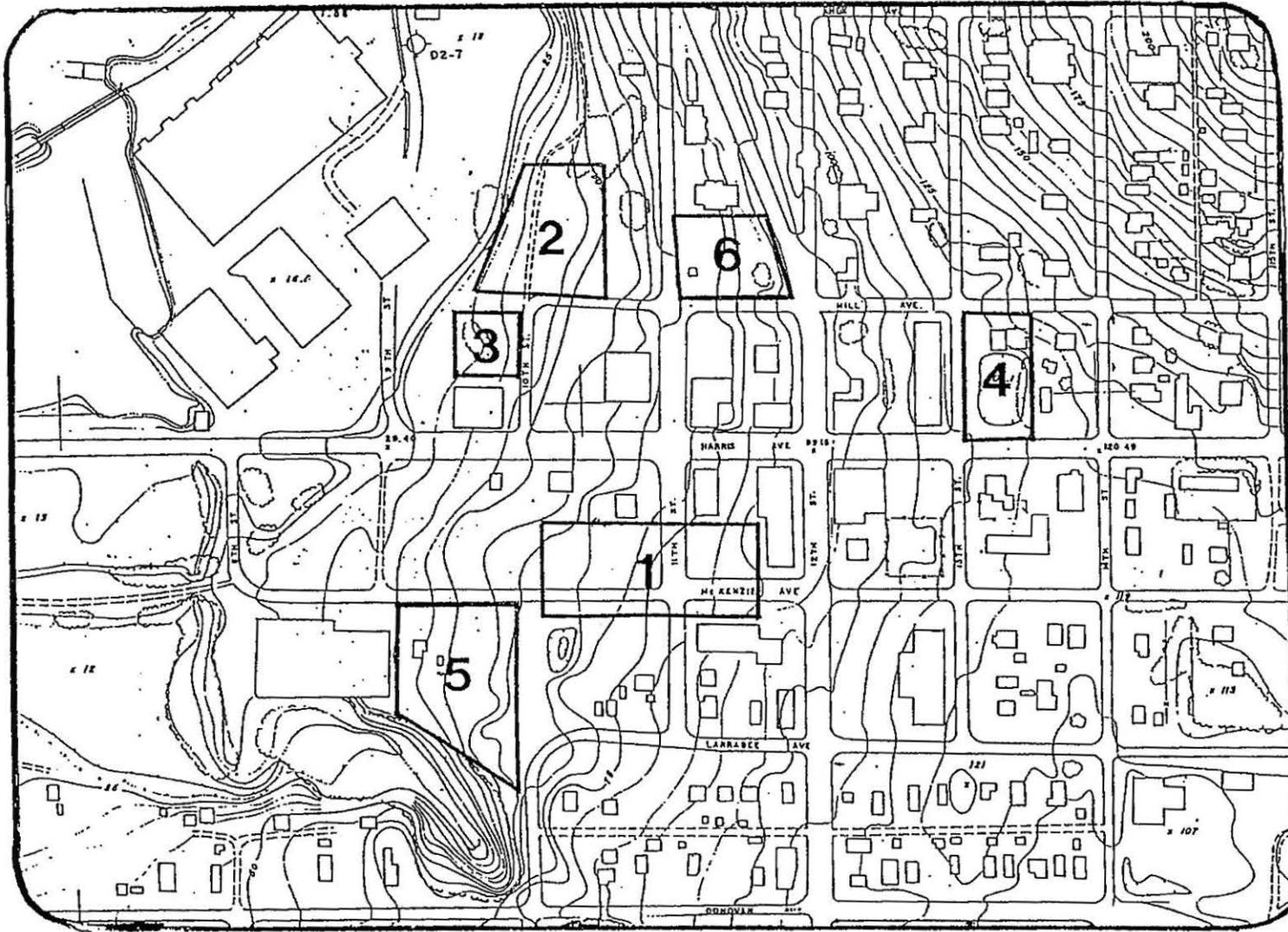
ral  
ation  
ility Type/Parking Gain

Lots 2-7, Block 18, Amended Plat of Fairhaven  
Between 11th and Finnegan, north of Mill Avenue  
Surface parking improvements would create no new spaces, as it is being used as a gravel parking lot now, 2nd level would add 75 spaces

ner  
efits  
awbacks

Jacaranda Corporation, G.E. Kienast, V.L. Hawkins, J.R. Kienast, Sr. and Theodore Harner  
Close to commercial core, well suited to 2nd level with access off Finnegan  
No net gain for surface lot improvements, site has value for commercial building, several owners

# FAIRHAVEN PARKING STUDY

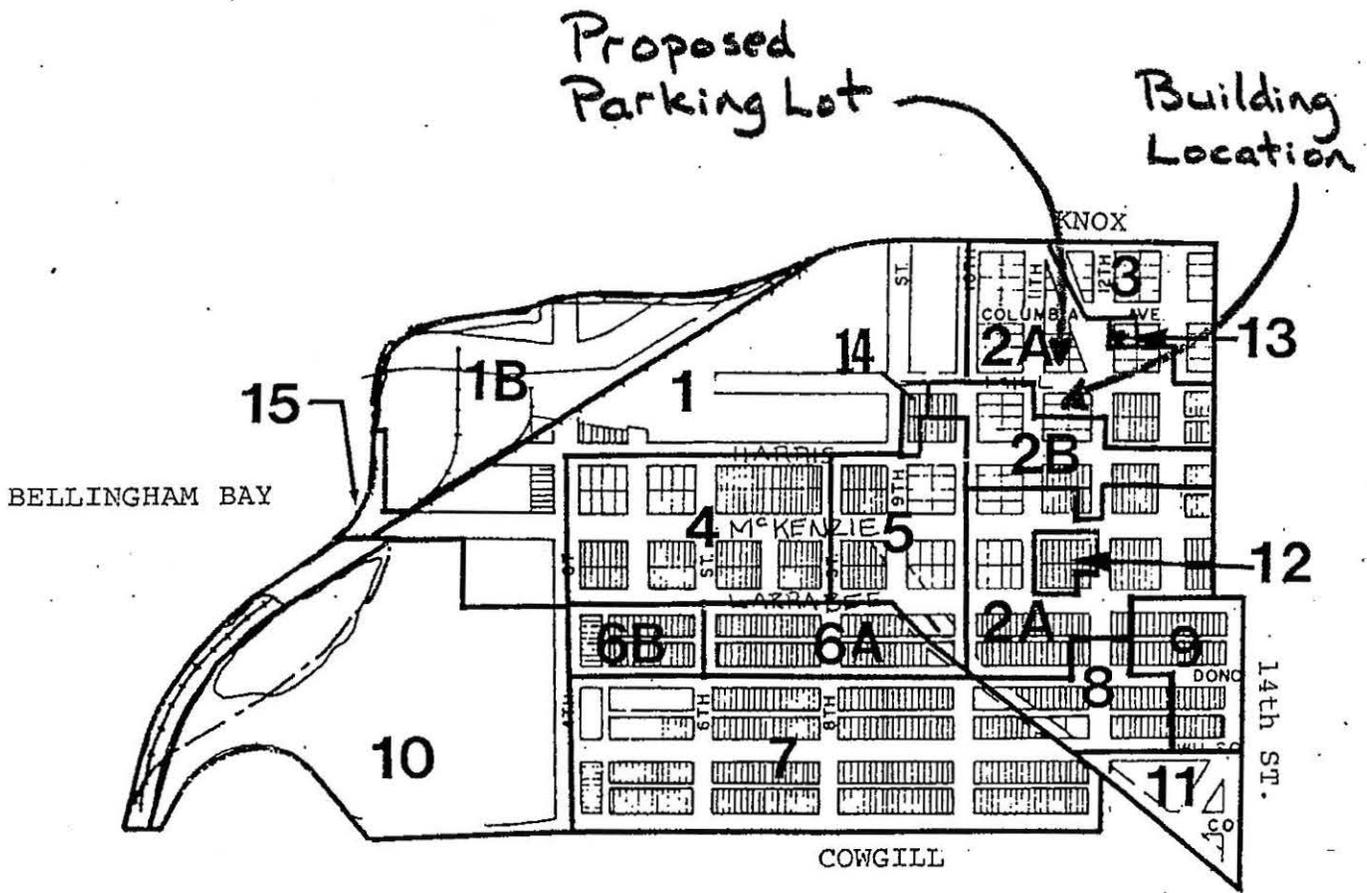


-18-

PROPOSED OFF-STREET PARKING  
NUMBERS CORRELATE WITH DESCRIPTIONS ON TABLE 5



MAP 4



**FAIRHAVEN  
LAND USE**

RESOLUTION NO. \_\_\_\_\_

RESOLUTION APPROVING A PARKING PLAN FOR AN AREA OF THE FAIRHAVEN NEIGHBORHOOD

WHEREAS, Area 2A of the Fairhaven Neighborhood Plan lists additional uses permitted in this area, including non-commercial parking lots constructed to meet the overall parking demands of the commercial area according to a parking plan approved by the City Council; and

WHEREAS, Section 20.12.010 A. of the Bellingham Municipal Code provides that the Planning Director may waive on-site 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; and

WHEREAS, said provision also requires that these plans and/or districts must have been approved by the City Council after public hearings before the Planning commission and City Council; and

WHEREAS, the Planning and Development Commission held a public hearing on March 17, 1988 on the Fairhaven Parking Study; and

WHEREAS, the Fairhaven Parking Study recommends parking lots peripheral to the commercial core as a method for providing parking for new buildings in the core; and

WHEREAS, the Planning and Development Commission recommends to the Council that the Fairhaven Parking Study be adopted with peripheral parking lots recommended, rather than on-site parking in the core area; and

WHEREAS, a parking plan has been submitted by the owner of property located at the northwest corner of Mill Avenue and 11th Street, legally described as Lots 3 through 7, Block 18, Amended Plat of Fairhaven for the purpose of providing required parking for a new building at 1100 Mill Avenue; and

WHEREAS, the location of the proposed parking lot is consistent with the recommendations of the Fairhaven Study and the Planning and Development Commission,

NOW THEREFORE, BE IT RESOLVED BY THE BELLINGHAM CITY COUNCIL THAT:

A non-commercial parking lot, for the purpose of providing parking for buildings in proximity to the lot, is hereby approved on Lots 3 through 7, Block 18, Amended Plat of Fairhaven, in accordance with the provisions of Section 20.12.010 A. of the Bellingham Municipal Code.

PASSED by the Council this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

\_\_\_\_\_  
*Council President*

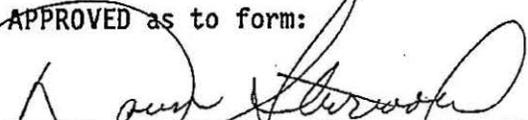
APPROVED by me this \_\_\_\_\_ day of \_\_\_\_\_, 1990.

\_\_\_\_\_  
*Mayor*

ATTEST:

\_\_\_\_\_  
*Finance Director*

APPROVED as to form:

  
\_\_\_\_\_  
*Office of the City Attorney*