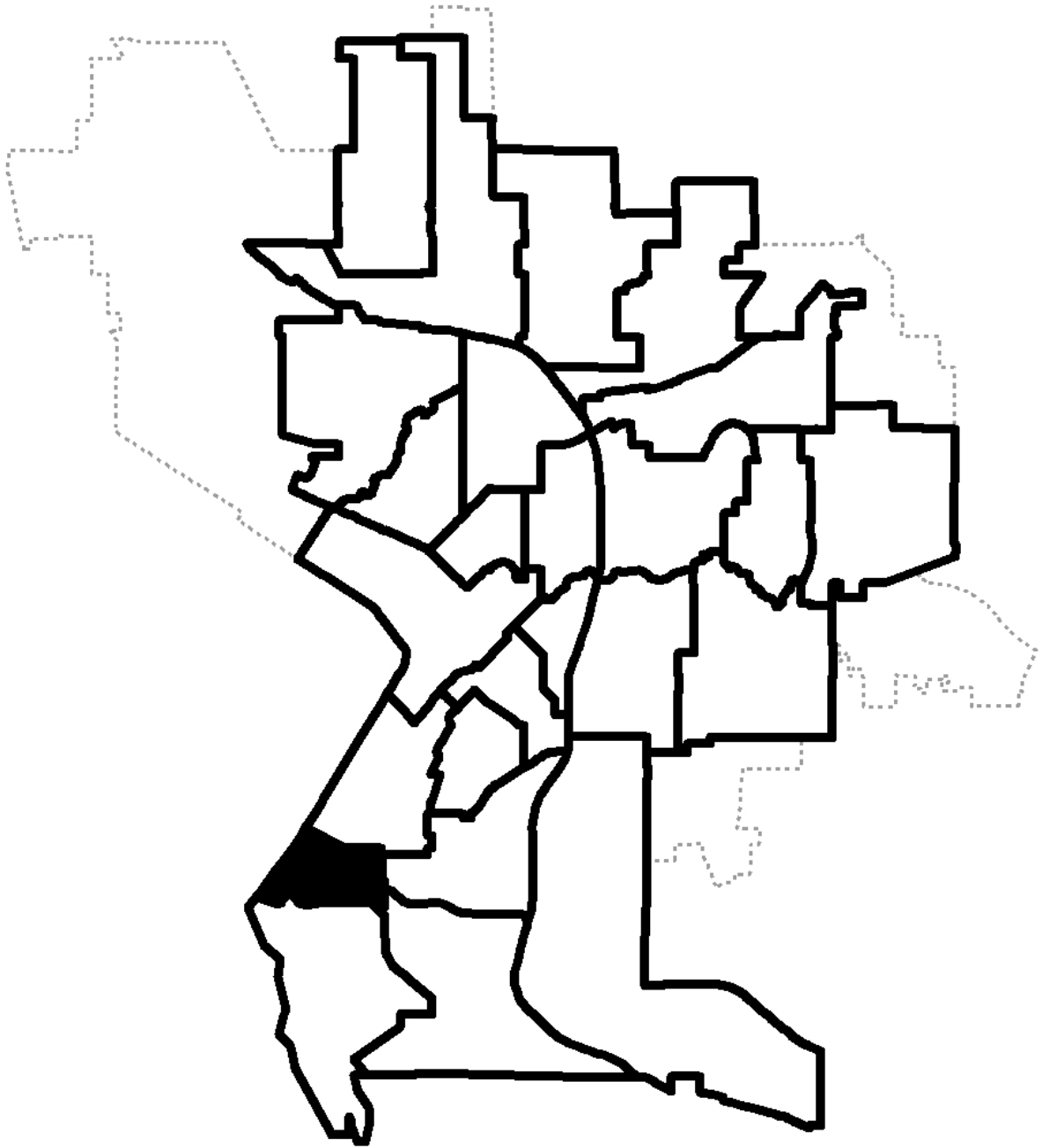




City of Bellingham Neighborhood Plan **FAIRHAVEN**



FAIRHAVEN NEIGHBORHOOD PLAN

I. NEIGHBORHOOD CHARACTER

Fairhaven was one of three pioneer settlements on Bellingham Bay that was merged into the City of Bellingham soon after 1900. Because it once was a thriving fishing, lumbering, and coal mining community with only waterborne access to adjoining settlements and the outside world, Fairhaven, while the smallest in physical size, is the only neighborhood to have all the land use signatures of a complete city--retail core, heavy industry, rail, ship and truck transportation centers, and separate, identifiable residential areas.

Fairhaven was already declining, as a result of not becoming the terminus of the Great Northern Railway, as speculated, when Bellingham experienced its only explosive growth in approximately 1910. This is what gives Fairhaven its character, the sense of place that belongs to another era. One cannot walk across the trolley tracks, view the painted haberdashery sign on the Marketplace, or bicycle past workers' cottages on "Mill" Street without nostalgically wondering what life was like before 1900.

The neighborhood has a variety of land uses. The residential south of Donovan Avenue is characterized by modest older housing, combined with some newer dwelling units, unimproved streets and a unique setting due to its proximity to and views of Bellingham Bay and the Fairhaven commercial area. Padden Creek, which flows through the neighborhood, provides an attractive greenbelt. Marine Park, one of Bellingham's waterfront parks helps to emphasize the neighborhood's marine orientation. The industrial uses along the waterfront and supporting areas are also part of the neighborhood's character.

1970 U.S. Census data show that 46.6% of the total housing stock is renter occupied. The 1977 Housing Inventory performed by the Buildings and Code Department tabulated 118 single-family residences, 3 duplexes and 1 multi-family building. Of these 10 were classified as having major deficiencies and 2 as dilapidated. Fairhaven and Happy Valley neighborhoods were designated as target areas for Housing and Urban Development block grant funds for 1981. The character of the neighborhood will reflect the improvements made under this program.

II. OPEN SPACE

The semi-rural character exists in the residential neighborhoods in Fairhaven. Opportunities exist to direct development and preserve a portion of the open space amenity. Padden Creek could be restored to a producing salmon stream with opportunities for pedestrian use along the shoreline.

MANAGE PADDEN CREEK TO ENHANCE FISHERIES PRODUCTION AND ENCOURAGE PEDESTRIAN MOVEMENT ALONG THE CREEK BY USE OF SHORELINE MANAGEMENT, AND FLOODPLAIN MANAGEMENT.

The 1973 Fairhaven Study by Jim Zervas recommends the use of the undeveloped Larrabee Street right-of-way as a pedestrian access between public land at the sewage treatment plant and Padden Creek, and a landscaped buffer between proposed industrial uses to the north and residential uses to the south. If pressure existed for the expansion of the industrial area, the buffer could move southwesterly toward the 4th and Donovan intersection beginning at 6th Avenue.

DEVELOP A LINEAR BUFFER/PEDESTRIAN ACCESS ROUTE ALONG LARRABEE AVENUE AND PADDEN CREEK TO SEPARATE COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES AND PROVIDE OPPORTUNITIES FOR PEDESTRIAN ACCESS.

The salt marsh on the sewage treatment plant site and the property to the south of the plant as proposed to be expanded hold potential for passive recreation. Public recreational use of the buffer land is proposed as a mitigating measure of plant construction.

IMPROVE ACCESSIBILITY TO TREATMENT PLANT SITE FOR PASSIVE RECREATION.

Direct access to the salt water for the public is severely limited in Bellingham. Fairhaven has traditionally met this need, although the opening of Boulevard Park has helped greatly in this respect. The usual and accustomed access points should be retained and improved, including enlargement where possible.

PUBLIC ACCESS TO THE SALTWATER BEACHES AT THE SALTWATER MARSH ON THE TREATMENT PLANT SITE, PORT OF BELLINGHAM'S MARINE PARK AND BOAT LAUNCH, AND PADDEN CREEK ESTUARY SHOULD BE PRESERVED, IMPROVED, AND WHERE POSSIBLE ENLARGED.

The existing branch Public Library has distinctive architectural quality and serves as a focal point for neighborhood identity. It is well used by families from the South Hill, Happy Valley, Edgemoor and Fairhaven Neighborhoods. Its functional accessibility

would be enhanced by acquisition of the remainder of the block for open space, parking, and an at-grade access on the east side of the building. Opportunities for historical interpretation and neighborhood meeting space exist through remodeling attic and basement spaces.

THE LIBRARY BOARD SHOULD PURSUE BOTH ACQUISITION OF PROPERTY ADJOINING THE FAIRHAVEN BRANCH LIBRARY FOR ACCESS AND DEVELOPMENT OF A PARK AND THE REHABILITATION OF ATTIC AND BASEMENT SPACES FOR NEIGHBORHOOD COMMUNITY SPACES.

The owners of the existing retail core of Fairhaven are attempting to rehabilitate the area and attract a substantial recreational/tourist traffic market. Presently, the strongest portion of this service is in the restaurant/entertainment sector. An open space village green, creation of pedestrian malls from existing streets, and "Old Fairhaven" as a focus or node of a pleasant pedestrian network would enhance the recreational experience and encourage further development.

IMPROVE PEDESTRIAN MOVEMENT ON HARRIS, COWGILL AND DONOVAN, 12TH, 14TH, AND 10TH FROM HARRIS NORTH TO BOULEVARD PARK.

III. PUBLIC FACILITIES AND UTILITIES

Sewer Facilities

The Fairhaven Business District and the area immediately to the east is generally a combined sewer system. The sewer lines in this area are of such large diameter that backups are very infrequent, but the storm water is passed directly to the Post Point Treatment Plant where it does cause plant overflows. A separate storm drainage system should be installed.

Water Facilities

The principle deficiency in water distribution is the inability to provide high volume fire flow for the heavy manufacturing area and the Fairhaven Business District. This will require the construction of a large diameter main (approximately 16 inches) from 16th Street to 4th Street in the vicinity of Harris or Mill.

Storm Drainage Facilities

The 1973 Comprehensive Drainage Plan by Kramer, Chin, and Mayo, Inc., recommends trunk storm sewers extending from 19th Street in Happy Valley Neighborhood along Harris and Larrabee to 10th, where they would be joined and taken by a direct route to Padden Creek. The 1973 study also recommends trunk storm

sewers from Terrace Place in the Edgemoor Neighborhood along Cowgill to 6th and north to Padden Creek estuary. This system would substantially reduce the standing water and full open ditches in Fairhaven Neighborhood.

IMPLEMENT THE TRUNK STORM DRAINAGE SYSTEM IN FAIRHAVEN NEIGHBORHOOD AS NOTED IN FIGURE 4.2 OF THE 1973 DRAINAGE PLAN.

MAP- FAIRHAVEN ARTERIALS

IV. CIRCULATION

Arterial Circulation

The Fairhaven Plan of 1973 (Zervas) recommended that the Valley Parkway truck route be extended west of 12th Street down Donovan Avenue to provide access to the industrial area via 10th and 6th Street. While it is desirable to remove existing truck traffic from 12th and Harris within the historic commercial area, extending that route to 6th Street on Donovan is inconsistent with the goal of strengthening and maintaining the residential area south of Larrabee.

IT IS RECOMMENDED THAT TRUCK TRAFFIC BE ROUTED ON DONOVAN TO 10TH STREET, THEN NORTHERLY TO HARRIS, THENCE WESTERLY INTO THE INDUSTRIAL AREA.

Residential Street Standards

Within Fairhaven Neighborhood, a number of streets are open for traffic and surfaced, but not developed to standards for acceptance by the city. They include Cowgill, Wilson and Donovan, 4th Street, Larrabee between 10th and 13th, McKenzie between 10th and 13th, Mill between 10th and 13th, and single blocks of 10th and 11th Streets.

THE RECOMMENDED RESIDENTIAL STREET STANDARD FOR FAIRHAVEN IS 28 FEET WITH CURBS, GUTTERS, AND A PATHWAY ON ONE SIDE. STORM DRAINAGE SHOULD BE INCLUDED AS A PART OF ANY STREET IMPROVEMENT.

IN ORDER TO ENCOURAGE TRAFFIC TO USE HARRIS AVENUE, SIXTH STREET FROM THE ALLEY BETWEEN DONOVAN AND LARRABEE TO HARRIS AVENUE SHOULD BE DEVELOPED TO THE SAME GENERAL STANDARD AS THE ALLEY, OR APPROXIMATELY 22 FEET IN WIDTH.

Bicycle Circulation

A companion study of the Comprehensive Plan - Bicycle Facilities Planning, completed in 1978 for the Office of Planning and Development - proposes actions for an adequate city wide bicycle transportation system with both a 5 and a 25 year focus.

The goal of the 5 year program is to provide opportunities for safe cycling on existing streets; and the goal of the 25 year program is development of off-street bikeways coordinated with open space greenbelts that will serve both the recreational and commuter bicyclists.

Bicycle facilities improvements recommended for Fairhaven include:

FIVE YEAR FOCUS:

1. REMOVE STREET PARKING ON FINNEGAN WAY.
2. STRIPE 4-FOOT BICYCLE SHOULDERS ON THE 12TH STREET PADDEN CREEK BRIDGE AND SOUTHBOUND BRIDGE APPROACH FROM DONOVAN AVENUE. REPLACE STORM WATER GRATE AT NORTHBOUND APPROACH TO BRIDGE.
3. SIGN PACIFIC COAST BIKE ROUTE ALONG STATE, FINNEGAN, AND 12TH.
4. PROVIDE 15 FOOT CURB LANE FOR BIKE/AUTO SHARED USE ON HARRIS STREET.

TWENTY-FIVE YEAR FOCUS:

1. CONSTRUCT BIKEWAY ALONG OLD RAIL TROLLEY LINE FROM 14TH STREET EAST TO DONOVAN. "BIKE-WALK" (STAIRS WITH WHEEL RAMP) RECOMMENDED FOR LOWEST COST UP STEEP BANK TO DONOVAN.
 2. CONSTRUCT FAIRHAVEN PORTION OF SOUTH BAY BIKE LINK, 10TH STREET FROM MILL TO DONOVAN (SEE OPEN SPACE ABOVE).
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Pedestrian Circulation

Concern should be shown for the safety of children enroute to and from schools. Sidewalks should be provided where school students walk along or cross arterials and neighborhood collectors.

THE CITY SHOULD CONTINUE THE SAFE SCHOOL ROUTES PROGRAM OF IMPROVING ARTERIAL PEDESTRIAN WALKWAYS.

MAP – FAIRHAVEN LAND USE

V. SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

North of Harris and generally east of 10th as well as west of 4th on the south of Harris, this area includes the present sewage treatment plant, Port of Bellingham South Terminal, Uniflite boat building, and other smaller manufacturing industries.

Although some portions of the area are underutilized, the potential for full utilization of the area with marine related heavy industry is imminent. The deepwater port, favorable soil conditions, and good access to rail service and freeway make the area desirable for this use. All of the uses should be marine related and subject to the Shoreline Management Program. Harris Avenue requires improvement for safe truck traffic, although existing volumes are low.

The 1973 plan shows as an alternative the encouragement of public recreational use with such things as a public dock and a waterfront plaza marina with floating breakwater. This alternative has not been supported by the Port of Bellingham in deference to the objective of increasing future deep-water port capability. The demand for recreational marina slips is increasing, and they would have significant beneficial impact on the Fairhaven commercial area, a mutually dependent and compatible use. Exposure to damaging winds is unfavorable.

Without the support of the Port of Bellingham, which owns the property and would also be the implementing agency, this alternative cannot be considered viable. As the area is developed for water dependent industry, provision should be made for access to the waterfront with facilities to permit viewing of harbor areas, waterfront restaurants, and similar facilities which do not interfere with port operations or endanger health and safety.

The Zervas study (1973) and the Coastal Zone Management Study (1977), by Kramer, Chin and Mayo, both find "no overriding environmental reasons" for prohibiting partial fill of the manmade Padden Creek estuary "as long as public access and strict design controls are maintained ... It does not appear that this mudflat has significant importance to the Bay ... provided Padden Creek streamway is properly accommodated and adequate flow potential maintained."

AREA 1 LAND USE DESIGNATION: INDUSTRIAL

Area 1A

This area located at the southwest intersection of Harris Avenue and 4th Street is approximately five acres and provides a mix of marine and light industrial uses. Marine related uses are appropriate for this area. Light industrial uses include warehousing functions and assembly type manufacturing operations that do not create a high risk of

fire, explosion, and radiation. Other light industrial uses are allowed as specified. Drive-through eating establishments and other facilities which provide for the ordering, payment or pick-up of goods and/or services for customers staying within motorized vehicles are prohibited. Some Light Industrial uses are not appropriate in this area and should be excluded from the list of allowed Light Industrial uses. These uses are: strip malls, gas stations, automotive repair services and garages, billboards, advertising devices, utility generation and transmission systems, adult entertainment uses, casinos, card rooms and other gambling facilities. In addition, all Light and Marine Industrial conditional uses should be prohibited in Area 1A. All development should comply with regional air quality and state noise standards.

The planned development process and Light Industrial zoning regulations are used only for light industrial uses to ensure issues such as mixed-use compatibility, traffic, access, height, view, buffers and setbacks within Area 1A are addressed. Marine Industrial zoning regulations will apply to marine industrial uses. Commercial uses in the new area should be incidental to light and marine industrial uses. Offices and retail sales should be limited to, or related to, items produced on site.

All new development should be compatible with the character of the Fairhaven Neighborhood. To help achieve compatibility and lessen impacts on public open spaces, pedestrian trails and upland residential areas, special conditions should apply to this area (see Fairhaven Neighborhood zoning section of the Land Use and Development Code.), including: building height for light industrial and commercial uses only, views, setbacks from public open space and trails, and design review. The maximum building height for light industrial and commercial uses should be measured from the existing street grades rather than from finished grades and should not exceed 35 feet. Setbacks should be adjusted to eliminate excessive setbacks between similar industrial/public utility uses and to maintain and enhance buffers between industrial uses and public open spaces and trails. Screening between new development and these public spaces should incorporate evergreens that will provide total year round screening. Additional buffering may be required to separate more intensive industrial uses from the public spaces and upland residential areas. Signage should be limited and controlled by the prohibition of billboards (outdoor advertising signs) and roof signs. Flashing or revolving signs should not be allowed. No sign should be erected on building walls facing and lying adjacent to public open spaces, pedestrian trails or upland residential areas.

AREA 1A LAND USE DESIGNATION: INDUSTRIAL

Area 1B

Ideally, the scarce industrial waterfront should be reserved for marine related industrial uses. As has been identified in the land use description of Area 1 however, the south side Marine Industrial lands have not been utilized to their full potential.

Area 1B, a subarea of Area 1, represents property that could possibly be commercially developed if further marine industrial expansion fails to materialize. Marine industrial uses shall continue to be the primary permitted use of this area and are not subject to planned procedures.

Commercial activity in this area could serve as a catalyst to economic revitalization of the Fairhaven Business District. Appropriate commercial growth could also compliment a desired shoreline management goal of bringing more of the general public to the City's waterfront. Before any commercial uses should be permitted through, issues of compatibility and appropriate development standards must be determined.

Commercial uses should only be permitted which recognize the industrial nature of the area and which attempt to blend into the waterfront atmosphere, rather than requiring legitimate industrial uses to "commercialize."

Therefore, while marine industrial uses shall continue to be permitted outright, commercial uses shall be subject to the procedures and safeguard of the City's "planned" designation. The planned process should be utilized to ensure issues vital to the area are addressed. These issues are identified as "special conditions" in this subarea's zoning regulations. In addition to "shorelines," which acknowledges jurisdiction of the Shoreline Management Program, the special conditions are listed in the Fairhaven zoning section of Land Use and Development Code.

AREA 1B LAND USE DESIGNATION: INDUSTRIAL

Area 2A

This is the majority of the Fairhaven commercial area, excluding the area adjacent to buildings on the current state historical preservation building list. Architecture and suburban service stores commonly associated with neighborhood business areas should not be encouraged in this area. Development in this area need not be of an historical style in order to be compatible, but it should be sympathetic in scale, material, color and proportion. Professional offices and apartments should be encouraged on upper floors. Hotels should also be permitted.

In order to promote a compact commercial core and encourage streetscape development, special development restrictions and options as listed in the Land Use and Development Code shall be applicable.

Warehousing should be permitted on properties abutting the Port of Bellingham. Vehicle access to industrial uses must be taken from the Port of Bellingham property to the west. A covenant that notes Port of Bellingham normal land uses, height limits, traffic generated, lighting and noise should be placed on all development northwest of

Mill and 10th Streets. If a complaint about these normal uses is filed, the underlying land owner's association should have the right to fine tenants or owners.

Parking areas should not be permitted between the building and street.

AREA 2A LAND USE DESIGNATION: COMMERCIAL

Area 2B

A group of 16 buildings have been designated for the state and federal historic buildings register. Other than the opportunity to compete for grants-in-aid, federal tax write-offs, and the recognition that comes from display of a plaque, little protection is afforded to the building and little incentive is afforded to the building owners by way of this historical designation.

The following recommendations would enhance development in the historical, recreation/commercial area of "Old Fairhaven":

RATHER THAN REQUIRING PARKING ADJACENT TO EACH BUILDING CONSTRUCTED OR REHABILITATED, SUBSTITUTE A REQUIRED CONTRIBUTION TO A LOCAL PARKING AUTHORITY TO DEVELOP ON-GRADE PARKING IN ACCORDANCE WITH THE 1973 ZERVAS PLAN.

Within this area, new construction that is compatible in theme, scale, bulk, and materials should be encouraged. The more compact the commercial core becomes the more exciting experience it will be for the pedestrian. A policy issue on adaptive use, as opposed to authentic historical restoration, needs to be clarified. Some property owners have attempted to highlight local history by using materials, styles, etc., indigenous to the area at the turn of the century. Others have selected memorabilia, antiques, and themes from other countries and time periods. This issue should be resolved in terms of what present entrepreneurs and property owners want for the area, and appropriate design features should be encouraged.

The recreational commercial market, which Fairhaven is in the process of becoming, can be successfully enhanced by a pedestrian mall. As pedestrian volumes grow, a mall should be encouraged by rerouting traffic around it and by creating pedestrian streets. Mixing residential with commercial development in this area is desirable. Hotels in existing buildings should be permitted. In order to promote a compact commercial core and encourage streetscape development, special development restrictions and options as listed in the Fairhaven zoning section of the Land Use and Development Code shall be applicable. This same section of the code lists the permitted "mixed" uses.

Parking areas should not be permitted between the building and street.

DEVELOP A PHASED TRAFFIC REROUTING, PARKING, AND PEDESTRIAN MALL ENHANCEMENT PLAN FOR "OLD FAIRHAVEN".

AREA 2B LAND USE DESIGNATION: COMMERCIAL

Area 2C

This area is approximately .6 acre located within the center of Fairhaven Business District at 10th and Mill. It is known as Fairhaven's "Town Square" and is used for community events and activities.

AREA 2C LAND USE DESIGNATION: PUBLIC

Area 3

The 1973 land use plan (Zervas) proposes Medium Density Residential, a continuation of the bayside Residential Multi area in the South Hill Neighborhood. This designation would enhance the viability of the "Old Fairhaven" commercial area, which has the necessary utilities, arterial access, schools, etc. Design of new structures in this area should relate to the character of Area 2B.

AREA 3 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 4

This area, between Harris and Larrabee from 4th to Padden Creek, holds high potential for marine related, industrial uses.

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

Residential development to the south can be protected by development of a landscaped berm with pedestrian/bicycle circulation as a buffer on the Larrabee Street right-of-way.

The new truck route, discussed in the circulation section of this plan, is needed to serve this industrial area. The prerequisite consideration in the Fairhaven Neighborhood zoning section of the Land Use and Development Code relates to this need.

In order to ensure development that is compatible with the area, the special regulations in the Fairhaven Area 4 zoning section of the Land Use Code shall be imposed.

AREA 4 LAND USE DESIGNATION: INDUSTRIAL

Area 5

The property north and east of Padden Creek, south of Harris and west of 10th, is predominantly vacant except for the tennis club on the southwest corner.

This planned commercial zoned area is intended to be a multiple use zone, with both commercial (offices, retail stores, etc.) and public and private recreational facilities. These uses are compatible with, and can be supportive of, the "Old Fairhaven" commercial area. Area 5 is separated from the residential areas (6 and 7) and most of the industrial areas (1A and 4) by Padden Creek, which should be managed as a buffer. (See open space section.)

Conflicts with the Harris Street arterial and existing recreational and commercial uses could only be avoided by the relocation of Harris toward the south to intersect 10th at McKenzie. The benefits of such a relocation may not outweigh the costs. In any case, portions of the proposed truck route, discussed in the circulation section of the plan, will need to be improved as this area is developed.

Because of the area's proximity to the Alaska Ferry Terminal, care should be exercised in approving site plan contracts to ensure development which is compatible. In addition, no use should be permitted to have facilities, which provide for the ordering, payment or pick-up of goods and/or services for customers staying within motorized vehicles. However, non-commercial parking lots should be permitted when constructed to meet the overall parking demands of the commercial area according to a parking plan approved by the City Council.

Signage should be limited and controlled by the prohibition of billboards (outdoor advertising signs) and roof signs. Flashing or revolving signs should not be allowed. The size and height of freestanding signs should be scrutinized and limited based on the proposed use and the impact to residential areas. Signs should not be erected on building walls facing and lying adjacent to residential areas.

AREA 5 LAND USE DESIGNATION: COMMERCIAL

Area 6A

Situated north of Donovan to Larrabee, from 6th to Padden Creek (10th), this area is appropriate for residential-multi, planned zoning in the area between the industrial area to the north and the residential single area to the south.

When the buffer is created on Larrabee Street right-of-way, and the truck arterial access is via Harris, there will be no viable access or buffer for industrial uses at this location. Through a property exchange, the Larrabee buffer could be realigned toward the south, making property available on the industrial side of the buffer.

The narrow lots together with the loss of access on Larrabee do not make a residential single designation for this area practical. Allowing multiple unit structures through a "planned" review process is intended to encourage the aggregation of individual lots and the creation of site designs that will make best utilization of property with minimal impact on the existing residential neighborhood.

The special access and design features in the Fairhaven zoning section (Area 6A) of the Land Use and Development Code should be incorporated into development proposals.

AREA 6A LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 6B

The description of Area 6A also applies to this area. Offices were determined to be an appropriate mixed use in Area 6B.

The special design features in the Fairhaven zoning section (Area 6B) of the Land Use and Development Code should be incorporated into development proposals.

AREA 6B LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, MEDIUM TO HIGH DENSITY

Area 7

This is the area south of Donovan to the neighborhood edge on Cowgill, between 4th on the west and Padden Creek on the east. Uses in the area are predominantly single family with a few small-scale construction offices and home occupation style retail.

Many lots are vacant. These uses appear to be comparatively easy to convert to residential structures. This area should remain as a single-family area for the Fairhaven neighborhood. The density figure reflects existing platting patterns.

AREA 7 LAND USE DESIGNATION: SINGLE FAMILY RESIDENTIAL, MEDIUM DENSITY

Area 8

This is the property on the intersection of Valley Parkway and 12th Street. Present uses are commercial on the intersections and residential on adjoining lots. Arterial intersections can be logical locations for auto oriented convenience commercial uses (drive-in banks, drive-in foods, convenience stores, gas stations, etc.). Creation of a pedestrian mall in "Old Fairhaven" may cause some of these existing uses to relocate and new firms not to locate along 11th, 12th or Harris. It is not desirable to locate these functions along the length of Valley Parkway, a pleasant high-speed arterial with few access points.

Two principal concerns should be addressed in the planned proposal:

1. Access to the property should be developed in a logical way that will not conflict with or complicate turning movements in the intersection.
 2. Appearance of buildings, screening of parking, provision for signing and other visual design elements should be integrated to create the least disruptive influence. While "franchise architecture" should not be encouraged anywhere in Bellingham, it is not the intent to restrict this area to thematic historical design as in the previously discussed commercial areas.
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AREA 8 LAND USE DESIGNATION: COMMERCIAL

Area 9

The southeast corner of the neighborhood, on each side of Valley Parkway east of the Commercial zones, is presently single-family residences. A residential multi designation is intended to encourage increased residential development near "Old Fairhaven".

AREA 9 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Areas 9A and 9B

The southeast corner of the neighborhood, on each side of Old Fairhaven Parkway, also known as Donovan Avenue, east of the Commercial zones, is presently in single and multi-family residences. A residential multi designation is intended to encourage increased residential development near "Old Fairhaven".

The area is intended to provide a compatible mixture of residential and small scale office uses. Access to the area shall be from Larrabee Avenue and alleys. Parking lots should be located adjacent to the alley and/or sides of properties away from residential development, and landscaped buffered to minimize any impact upon adjacent use areas, and to protect and enhance the greenery and residential character of Old Fairhaven Parkway. If access is taken off the alley then the alley will need to be improved. See recorded Concomitant Agreement for 1314 Old Fairhaven Parkway for development at the southwest corner of 14th Street and Old Fairhaven Parkway.

AREA 9A AND 9B LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL, HIGH DENSITY

Area 10

The portion of the city sewer treatment plant, including the salt water marsh and property to the south of the treatment plant as proposed to be expanded, should be maintained as public open space and function as a buffer between the plant and residential uses to the south.

AREA 10 LAND USE DESIGNATION: PUBLIC

Area 11

This area is approximately 12.8 acres and comprises a portion of the trail system identified as the Lower Padden Creek Corridor. The properties are owned by the City of Bellingham and are adjacent to industrial, commercial, and residential zoning districts. The area includes a portion of the ravine through which Padden Creek flows.

AREA 11 LAND USE DESIGNATION: PUBLIC

Area 12

This area is the site of Chuckanut Square, a publicly owned residential high rise for senior citizens.

AREA 12 LAND USE DESIGNATION: PUBLIC

Area 13

This area is the site of the Fairhaven Library. Discussion of the opportunities for this area is discussed elsewhere in this plan.

AREA 13 LAND USE DESIGNATION: PUBLIC

Area 14

This small subarea is well suited to provide a transition between commercial and industrial uses. An opportunity exists to design a project which would include a light industrial/manufacturing use with a retail outlet for the same product, thus enhancing the retail environment and minimizing conflicts between uses.

Because of the area's proximity to the Alaska Ferry Terminal, care should be exercised in approving site plan contracts to ensure development which is compatible. In addition, no use shall be permitted to have facilities, which provide for the ordering, payment or pick-up of goods and/or services for customers staying within motorized vehicles. However, non-commercial parking lots should be permitted when constructed to meet the overall parking demands of the commercial area according to a parking plan approved by the City Council.

Signage should be limited and controlled by the prohibition of billboards (outdoor advertising signs) and roof signs. Flashing or revolving signs should not be allowed. The size and height of freestanding signs should be scrutinized and limited based on the proposed use and the impact to residential areas. Signs should not be erected on building walls facing and lying adjacent to residential areas.

AREA 14 LAND USE DESIGNATION: COMMERCIAL

Area 15

This 2.3-acre area is Marine Park, owned by the Port of Bellingham. The site is developed as a passive park with a picnic shelter/restroom building, paved trails, benches, 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.

AREA 15 LAND USE DESIGNATION: PUBLIC

As adopted by Ordinance No. 8868 and amended by Ordinance 8946, 9187, 9179, 9317, 9331, 9428, 9804, 9897, 9913, 9948, 10389, 2000-12-094, 2001-05-038, 2002-09-062, 2004-12-087, 2004-12-089 and 2005-12-101.

MAP – FAIRHAVEN AMENITIES AREA

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