

## Fairhaven Neighborhood Plan (1980)

### Neighborhood Character Section –

- The neighborhood has a variety of land uses. The residential south of Donovan Avenue is 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 flows through the neighborhood to provide an attractive greenbelt. Marine Park helps to emphasize the neighborhood's marine orientation. The industrial uses along the waterfront are also part of the neighborhood's character. (page 1)
- **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.** (page 2)
- The salt marsh on the sewage treatment plant site and the property to the south of the plant hold potential for passive recreation. Public recreational use of the buffer land is proposed as a mitigating measure of plant construction. (page 2)
- **IMPROVE ACCESSIBILITY TO TREATMENT PLANT SITE FOR PASSIVE RECREATION.** (page 2)
- 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 access points should be retained and improved, including enlargement where possible. (page 2)
- **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.** (Page 2)

### Land Use Sub-area Section –

#### Area 1 (page 8)

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 boatbuilding, 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 deep-water 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.

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. 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..."

<b>General Use Type</b>	:	Industrial
<b>Use Qualifier</b>	:	Marine
<b>Density</b>	:	N/A
<b>Special Conditions</b>	:	Shoreline, design review
<b>Prerequisite Considerations</b>	:	Improvement of Harris Ave. Linkage with Valley Parkway via 10th Street

### Area 1A (page 8)

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 establishments and other facilities that provide 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 uses. 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, 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.

<b>General Use Type</b>	:	Industrial
<b>Use Qualifier</b>	:	Marine, Planned, Mixed; All light industrial uses are allowed as provided in Sec 20.36.030 with the exception

as noted.\* The Planned process shall apply only to light industrial uses.

**Density** : N/A  
**Special Conditions** : For all light industrial and commercial uses building height shall not exceed 35' above the existing street grades; for all new development the following conditions shall apply "design review" view, signage; no vehicular drive-through facilities, shall be allowed; offices and retail sales shall be limited to or related to items produced on site; no minimum setback requirement for development adjacent to Post Point Wastewater Treatment Plant except for that portion adjoining the facility's public open space area and pedestrian trail abutting 4th Street, and then the setback shall be 25'; additional buffering may be required for more intensive industrial uses adjacent to the Wastewater Treatment Plant open space and trail area and along the pedestrian trail abutting 4th Street.

Signage shall be limited and controlled by the prohibition of billboards (outdoor advertising signs) and roof signs. Flashing or revolving signs shall not be allowed. No sign shall be erected on building walls facing and lying adjacent to public open spaces, pedestrian trails or upland residential areas.

**Prerequisite Considerations** : Improvement to Harris Avenue to match adjacent arterial street standards on the north. Improvement of west side of 4th Street and improvement of McKenzie Avenue to standards approved by the Public Works Department as appropriate for adjacent land use.

\* Prohibited uses in Area 1A include: Drive-through establishments, 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, and all Marine and Light Industrial Conditional Uses.

**Area 1B:** (page 10)

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 Southside marine industrial lands have not been utilized to their full potential.

Area 1B, a sub area 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" within this sub area's land use description. In addition to "shorelines," which acknowledges jurisdiction of the shoreline management program, the special conditions are:

**Use** - Uses permitted must be marine related within the area subject to the State Shoreline Management Act. Additionally commercial uses should be destination and tourist types of activities that will enhance the Fairhaven Business District. Hotels, motels, restaurants, commercial recreation, aquariums and offices (outside of shoreline jurisdiction) are examples of appropriate uses. Because of the historic nature of the area and the anticipated symbiotic relationship with the Fairhaven Business District period themes should be encouraged.

**Traffic and access** - Harris Avenue presently provides the major access to the site. The carrying capacity of Harris Avenue needs to be evaluated with each project as well as the signal at 11th and Harris Avenue. Improvements may have to be made. With large scale redevelopment of the area the Valley Parkway extension may have to be constructed.

**Mixed use compatibility** - one of the challenges with mixed use development is to mitigate impacts that may arise from different uses. Typically noise, odor, and lighting all pose potential problems which must be addressed. Mitigation measures could include sound attenuators, buffers, or pollution control devices.

**Railroad crossing** - vehicular access into the area must cross over existing railroad tracks. Each crossing must be possibly controlled to ensure safe crossing.

**Pedestrian access** - provisions for pedestrians must be made both within the site (along shoreline areas integrated with Marine Park and the Commercial areas) and along Harris Avenue to the Fairhaven business district.

**View** - any potential interference with upland residential views from large scale development should be evaluated.

**Other** - internal access, hydrant dispersal, sewer location and capacity all need to be examined with each project.

<b>General Use Type</b>	:	Industrial
<b>Use Qualifier</b>	:	Marine; planned-mixed uses*1
<b>Density</b>	:	N/A

- Special Conditions\*2** : Shorelines, uses, traffic and access, mixed use compatibility, railroad crossing, pedestrian access, view, other, "design review"
- Prerequisite Consideration** : Old Fairhaven Parkway extension

- 1.\* Mixed uses - Commercial uses compatible with the Fairhaven Business District, including but not necessarily limited to hotels, motels, convention center, commercial recreation, restaurants, etc.
2. The "shoreline" special condition applies to both industrial and commercial uses within the jurisdiction of the Shoreline Management Master Program. All other special conditions apply only to proposed commercial uses.

**Area 10** (page 21)

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.

- General Use Type** : Public
- Use Qualifier** : Open space/park/utilities
- Density** : N/A
- Special Conditions** : Shoreline
- Prerequisite Considerations** : None

**Area 15** (page 22)

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.

- General Use Type** : Public
- Use Qualifier** : Park
- Density** : N/A
- Special Conditions** : Shoreline, Historic and Architectural
- Prerequisite Considerations** : None