

DRAFT 3/20/12

EXHIBIT X



DRAFT Fairhaven Urban Village
Design STANDARDS

Created by the City of Bellingham, Washington, 2012

In partnership with

The Fairhaven Neighborhood

Nore Winter, Winter & Company
Boulder, Colorado

Artifacts Consulting, Inc.
Tacoma Washington

Front Cover Photo **XX**

Table of Contents

Chapter 1: Introduction

- A. Why have Design Standards?
- B. Why Preserve Historic Resources?
- C. Using Design Standards
- D. How this Handbook is Organized
- E. The Design Review Process
- F. Design Review for Buildings Listed on the Bellingham Register of Historic Places
- G. Definitions

Chapter 2: Fairhaven Design Review District

- A. Historic District Design Review Area
 - A.1. Policies
- B. Historic Influence Design Review Area
 - B.1. Policies
- C. Industrial Influence Design Review Area
 - C.1. Policies
- D. Maritime Influence Design Review Area
 - D.1. Policies

Chapter 3: New Construction

- A. **Applicability**
- B. **Specific Standards**
 - 1. **Site Plan Design**
 - a. Building Orientation
 - b. Ground Floor Details / Street-level Interest
 - c. Pedestrian Connectivity
 - 2. **Building Design**
 - a. Traditional Commercial Façade Character
 - b. Commercial Street Frontage
 - c. Massing and Articulation
 - d. Building Materials
 - e. Residential Design

Chapter 4: Alterations and Additions to Existing Buildings

- A. **Applicability**
- B. **Alterations to Traditional Commercial Buildings**
 - 1. Storefronts
- C. **Additions to Traditional Commercial Buildings**
- D. **Alterations and Additions to Traditional Residential Buildings**
 - 1. Alterations to Traditional Residential Facades
 - 2. Roofs
 - 3. Porches
 - 4. Additions
- E. **Special Considerations**
 - 1. Adaptive Reuse
 - 2. Historic Additions
 - 3. Accessibility

Chapter 5: All Projects

A. Applicability

B. Specific Standards

1. Outdoor Amenity Space
2. Terraces, Patios, Decks, and Balconies
3. Projections into the Public Right-of-Way
4. Awnings and Canopies
5. Parking
6. Site Lighting
7. Building Lighting
8. Mechanical and Electrical Equipment
9. Service Areas

Chapter 1: INTRODUCTION

A. Why have Design Standards?

In 1989, the City of Bellingham established its first Design Review District and Design Review Code for Fairhaven, which includes the Fairhaven National Historic District and all additional commercial and industrial land in the Fairhaven Neighborhood. Between 1989 and 2011, the Fairhaven Design Review District has guided the design of over 30 new buildings and countless renovations.

This handbook presents revised design standards and guidelines for the Fairhaven Design Review District, and reflects the collective goals and objectives of the area's business and property owners, residents, the City of Bellingham, and the greater community. Identified as a need during the Fairhaven Neighborhood and Urban Village public planning process in 2011 and 2012, citizens and property owners asked that the design standards and review process be revised to achieve the following objectives:

1. Provide a streamlined and predictable review process;
2. Create an attractive, pedestrian-friendly environment in all Fairhaven Design Review Areas;
3. Promote the continued preservation of historically significant buildings in the Fairhaven Historic District, and the design of compatible new development that is creative, high-quality, and evocative of its own time;
4. Protect the investment of property owners by encouraging new construction that respects and relates to the scale of existing buildings;
5. Serve as an educational and planning tool for property owners and their design professionals to increase awareness of what constitutes good design; and
6. Provide recommendations for the preservation of historically significant buildings.



Figure xx. Since the late 1970s, the historic character of the Fairhaven National Historic District has increasingly drawn visitors, shoppers, property developers, and new residents.

B. Why Preserve Historic Resources?

Federal, State, and local goals and policies all support cultural and historic preservation. The federal government's 1966 Historic Preservation Act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices. The Secretary of the Interior's [*Standards for the Rehabilitation of Historic Buildings*](#) (which are neither technical nor prescriptive, but instead intended to promote responsible preservation practices that help protect the nation's irreplaceable cultural resources) were utilized in developing the standards in this handbook, adapted to be congruent with policies specific to Fairhaven.

The State of Washington also recognizes the cultural and economic benefits of preserving historic resources, and has adopted as part of its Growth Management Act: Goal #13: *"Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance."*

The City of Bellingham also supports the preservation of its historic and cultural resources. In their *Legacies and Strategic Commitments*, adopted July 13, 2009, City Council identified *Legacy #4: Sense of Place*, which identifies the following strategic commitments:

1. *Support sense of place in neighborhoods*
2. *Encourage development within existing infrastructure*
3. *Preserve historic & cultural resources*
4. *Protect natural green settings & access to open space*
5. *Support people-to-people connections*

Historic resources are a key factor of Fairhaven's character, and the historic buildings of the Fairhaven National Historic District are assets that attract visitors, shoppers, businesses, and residents. A main component of Fairhaven's attraction is due to the ongoing stewardship of owners of historic properties, who over the past decades have invested in the rehabilitation and reuse of these buildings, which in turn have supported renewed economic activity. The collective values associated with the preservation of Fairhaven's historic resources are identified in the *Fairhaven Neighborhood and Urban Village Plan*, and include:

- a. Providing a tangible link with Fairhaven's past, as well as the history of City of Bellingham and the greater Pacific Northwest;
- b. Establishing a distinct and attractive market image;
- c. Quickly making a building available for occupancy;
- d. Supporting heritage tourism strategies;
- e. Reinforcing Fairhaven's ambiance and civic pride; and
- f. Maintaining individual property owners' long-term preservation achievements.

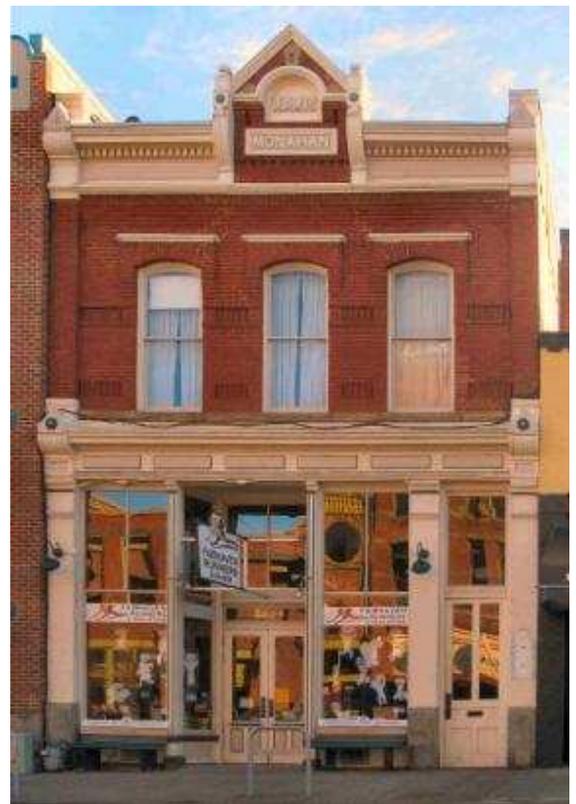


Figure xx. The preservation of individual "contributing" historic buildings helps maintain the sense of place and context of the Fairhaven National Historic District.

C. Using the Design Standards

This design standards handbook provides direction for the design of buildings and sites within the Fairhaven Design Review District. The standards and guidelines (from this point on referred to as “design standards”, or “standards”) are used in conjunction with the development regulations of Bellingham Municipal Code (BMC) 20.37.300. Consult BMC 20.37.300 prior to review of this handbook, as it dictates the basic form, mass, and height requirements that must be met by a project.

In comparison with regulations in BMC 20.37.300, the design standards are more flexible, and provide guidance regarding the type of materials, architectural style, and other more aesthetic qualities of a building's design. The design standards provide a basis for decisions made during the design review process regarding the appropriate design of compatible new construction, and modifications to existing buildings.

The standards neither dictate taste nor assure good design, but instead support the traditional architecture of Fairhaven by encouraging compatible design. While the design standards are written for use by the layperson, property owners are strongly encouraged to enlist the assistance of qualified design professionals such as architects and historic preservation consultants for more complex projects.

D. How this Handbook is Organized

This handbook is divided into chapters with design standards and guidelines that apply to different types of projects, in each of the four different areas in the Design Review District. **Chapter 2: Fairhaven Design Review District** provides brief descriptions of each of the four Design Review Areas, including the basic development policies upon which specific standards were developed.

Some projects may require referencing more than one chapter. The different chapters / types of projects include:

Chapter 3: New Construction

Refer to this chapter if your project includes design of a new structure on a vacant lot, or an additional structure on a lot where a building already exists.

Chapter 4: Alterations and Additions to Existing Buildings

Chapter 4 addresses all projects involving changes or additions to existing building. Reference to this chapter includes those buildings considered “historic”, but **not** listed on the Bellingham Register of Historic Places (BRHP).

Chapter 5: All Projects

Chapter 5 should be referenced for both new construction and existing building projects if they involve site work such as parking, lighting, service area screening, or a variety of other specialized project types.

E. The Design Review Process

The design review process involves review of projects by Planning and Community Development staff, the City's Historic Preservation Commission, and/or the Planning and Community Development Director. The design review criteria is organized as follows:

Design Topic

Within each chapter, information is divided into pertinent design topics. For example, in *Chapter 3: New Construction*, the design topic "Site Plan Design" has a number of sub-topics, such as "Building Orientation", "Ground Floor Details", and "Pedestrian Connectivity". This organization allows the user to quickly select the specific design topics within a chapter that are relevant to their project.

Statement of Intent

Under each design topic is statement of intent, a policy statement designed to help applicants understand the ultimate objective, or why a standard is required. The statement of intent presents a broad concept, with the goal of encouraging innovative design that is appropriate to its location. The statement of intent does not prescribe a specific design, and unlike development regulations, there are often many acceptable ways to meet the intent. A designer must address in their application how their design meets each applicable statement of intent.

Standard

Following each statement of intent is one or more design standards. Design standards are statements that provide a way for a building design to meet an intent statement. Each standard indicates the preferred conditions, but the City's Planning and Community Development Department Director may consider other equal or better design solutions if these solutions meet the intent of the standard. An applicant may choose a way to meet a statement of intent that is different than a standard, but must prove to the reviewing body that their proposal meets the intent.

Guideline

Most design standards are followed by one or more design guidelines, which provide suggestions and alternative ways that a standard might be met.

Not all standards and guidelines are applicable to every project. Contact Planning and Community Development staff if you have questions regarding how statements of intent, standards, and guidelines apply to your project.

F. Design Review for Buildings Listed on the Bellingham Register of Historic Places

The [Bellingham Register of Historic Places](#) (BRHP) is the City's official list of historically significant buildings, objects, sites, and districts. Listing is voluntary, and can offer property owners financial incentives, building code relief, and other land use benefits.

One of the requirements for BRHP -listed buildings is that a Certificate of Alteration (CoA) be obtained prior to making certain types of alterations. The CoA certifies that the improvement is in compliance with the underlying development code, design standards, and with [BMC 17.90.060](#).

More information about design review requirements, procedures, and the benefits of listing on the BRHP can be found on the City website, or by contacting Planning and Community Development staff.



Figure xx. Improvements to buildings listed on the Bellingham Register of Historic Places such as the former single-family residence at 1305 Old Fairhaven Parkway (above), and the four-story mixed-use Waldron Block on 12th Street (below) are required to follow the design criteria in [BMC 17.90.060](#).



G. Definitions

1. **Contributing Building:** A “contributing building” is one that is determined to be historically significant within a historic district.
2. **Non-contributing Building:** A “non-contributing building” is one that has been determined to not be historically significant within a historic district.
3. **Eligible Historic Building:** An “eligible building” is one that over 50 years old and retains most of its original design and features. As such, it is eligible for listing on the Local, State, and/or National Historic Registers. In some cases, a building that has been altered can be restored to the extent that it would be considered eligible.
4. **Historically Significant Property:** A resource generally recognized to have historic significance, either by listing on the City, State, or National Register of Historic Places, or generally recognized by the public as having historic value.
5. **National Register of Historic Places:** The National Register of Historic Places (NRHP) is the nation's official list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture. National Register properties have significance to the history of their community state, or the nation. The National Park Service administers the NRHP.
6. **Washington Heritage Register:** The Washington Heritage Register (WHR) is an official listing of historically significant sites and properties found throughout the state. Maintained by the Department of Archaeology & Historic Preservation, the WHR includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering and/or culture.
7. **Bellingham Register of Historic Places:** The Bellingham Register of Historic Places (BRHP) identifies buildings, objects, sites, and districts that reflect special elements of Bellingham's architectural, cultural, archeological, aesthetic, and historical heritage. Financial incentives, and building code and land use relief are a few of the benefits offered to buildings listed on the BRHP. These properties are officially protected under City ordinance. For changes to BRHP-listed properties, a Certificate of Alteration is required, with review under BMC 17.90.060.
8. **“Compatible” Design:** Buildings from different eras and styles are considered to be compatible when they share the same underlying principles of space, structure, features, composition, proportion, ornament, and character as neighboring buildings. If these principles are consistent buildings will be compatible, regardless of style.
9. **“Pedestrian-friendly” or “Pedestrian-oriented” Building Design:** Pedestrian-friendly design creates places where people can meet, shop, recreate, and enjoy themselves walking. Pedestrian-friendly environments follow one simple rule -- the pedestrian is the priority (not vehicular traffic). Pedestrian-friendly areas tend to share the following physical characteristics:
 - In pedestrian-friendly retail areas, storefronts and buildings are continuous and contain windows that create visual interest and variety;
 - Pedestrians are effectively separated from moving traffic for safety purposes through the use of wide sidewalks, on-street parking, landscaping, or other physical barriers;
 - In commercial areas, on-street parking is available to support retail businesses (as opposed to expansive surface parking lots); and
 - Well-designed paving, street furniture (such as seating areas, planters, etc.) and lighting make the public sidewalk a safe place where people want to be.

Chapter 2: FAIRHAVEN DESIGN REVIEW DISTRICT

The Fairhaven Design Review District is divided into four individual Design Review Areas (DRAs). Boundaries for each DRA are based on the underlying land use, zoning, and the character of existing buildings.

Four individual DRAs were created to respond to the differences in character of each area, and to provide direction for new building designs that are compatible with the context of neighboring buildings, especially within the National Historic District. As a rule, new construction is required to conform with the design standards specified in the DRA within which it is located. For example, design standards for new construction in the Industrial Influence DRA allow for more utilitarian forms and materials than those located in the Historic District DRA.

The four Design Review Areas include the Historic District, Historic Influence, Industrial Influence, and Maritime Influence Design Review Areas.

The Historic District DRA follows the boundary of the Fairhaven National Historic District. The historically significant buildings in this area were built between 1888 and 1929, and since that time have provided a mix of retail and other commercial services to the surrounding residential areas. Collectively, buildings in the Historic District DRA are valued by the community for their architectural character, the history they convey, and as catalysts of economic development activity. Design standards for the Historic District DRA provide direction on how to best maintain, restore, and rehabilitate historic buildings, and how to design compatible new buildings.

The Historic Influence DRA surrounds the Historic District DRA, and includes the remaining commercial areas and the adjacent Residential Transition Area to the southeast. The Historic Influence DRA contains an eclectic collection of new, recently built, and a few historically significant buildings. The design standards for this area provide guidance for designing compatible new construction, and rehabilitating and/or adapting existing buildings.

The Industrial Influence DRA is located east of the railroad and includes a significant amount of industrial development, as well as vacant and/or underdeveloped land. Design standards in this DRA apply almost exclusively to non-industrial construction, and emphasize pedestrian-friendly design along Harris Avenue.

The Maritime Influence DRA is located west of the railroad and includes most of Fairhaven's industrial marine access and the Alaska Ferry Terminal. Development in this area was shaped over time by the economics of the working waterfront. As in the Industrial Influence DRA, design

standards in this area apply almost exclusively to non-industrial construction, with the major focus being creation of a pedestrian-friendly experience along public rights-of-way.

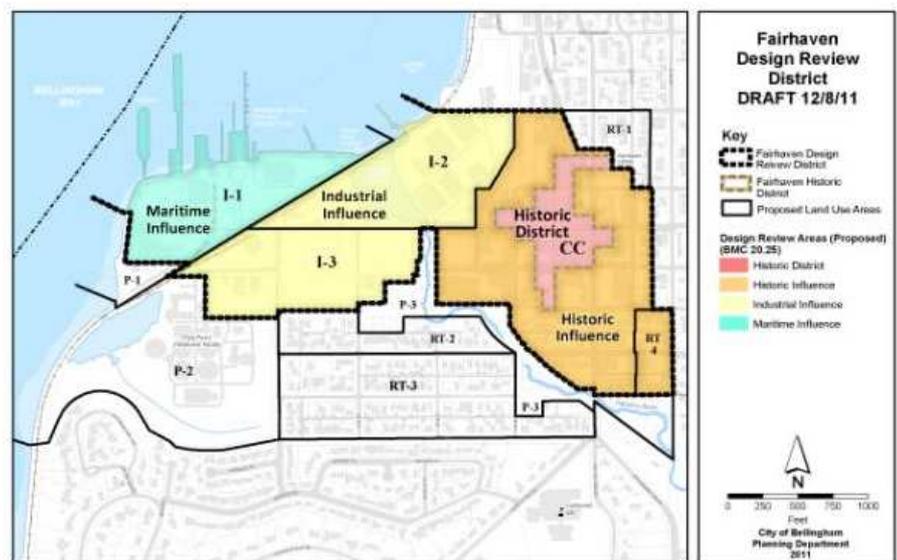


Figure xx . Map showing the four Design Review Areas within the Fairhaven Design Review District.

A. Historic District Design Review Area

Underlying Zoning: Commercial

Character: The Historic District DRA is considered the heart of commercial Fairhaven and contains the greatest concentration of historically significant properties in the neighborhood. The boundaries for this DRA are the same as those of the 1977 National Historic District. The Historic District DRA is irregular in shape, its center considered the intersection of Harris Avenue and 11th Street.

The architectural context of the Historic District provides the basis for the statements of intent, standards, and guidelines for the DRA. The Historic District's period of significance spans Fairhaven's early building booms, and includes 15 buildings dating from 1888 to the First World War. Two additional buildings were constructed after the primary historic period -- Chuckanut Motors at 1300 12th in 1919 and Fairhaven Pharmacy at 1115 Harris in 1929. The City's website provides more information about the [Fairhaven National Historic District](#).

While distinct in many ways, the buildings and structures in the Historic District DRA share a common architectural language. Most are built of brick and other masonry materials. Built in a variety of styles, an overall compatibility is expressed through common features typical to traditional storefronts such as cornices, recessed window and door openings, and vertically proportioned windows. Primary facades were generally designed in a vertical orientation, with an articulated base and a parapet cap, all of which are proportional to the design of the building.



Figure xx. Historic photo of Fairhaven looking south down 11th Street, across Harris Avenue, early 1900s. The Nelson Block can be seen at the left. (Photo courtesy of the Whatcom Museum Photo Archives.)



Figure xx . Contemporary view to the south down 11th Street. The Terminal Building, the oldest commercial building in the Historic District DRA, is at the center of the photo.

A.1. Policies for the Historic District DRA

The following policies were based on the community's desire to maintain the integrity of the Fairhaven Historic District DRA:

- a. Create a mixed-use area that encourages pedestrian activity with predominantly retail storefront uses at the sidewalk edge.
- b. Preserve, restore, and / or rehabilitate historic buildings.
- c. Alterations and additions to historic buildings should be based on the [Secretary of the Interior's Standards for Rehabilitation](#).
- d. Replace inappropriate alterations to historic buildings with more accurate or compatible improvements
- e. Additions and new construction may be in the same style as historic buildings, provided it is consistent with the composition, scale, proportion, ornament, materials, and craftsmanship typical in the historic district.
- f. New buildings and additions should be distinguishable by informed observers and/or trained professionals from historic buildings.
- g. Design new buildings to reference (not replicate) historic buildings through the use of similar materials, fenestration, scale, vertical emphasis, and workmanship, adding new elements in either the same or a closely related style.



Figure xx . The Village Books building at 1200 11th Street satisfies the site and building design standards of the Historic District DRA. The building is evocative of its own time but harmonizes with neighboring buildings through use of materials, scale, awnings, cornice, and window orientation.



Figure xx. Detail of Village Books building.

Fairhaven Historic District Design Review Area Historically Significant "Contributing" Buildings



Kulshan Club, 1914



1111-1115 Harris Avenue



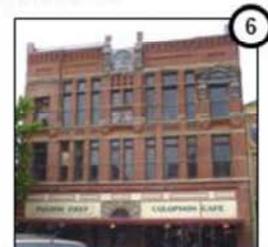
1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue

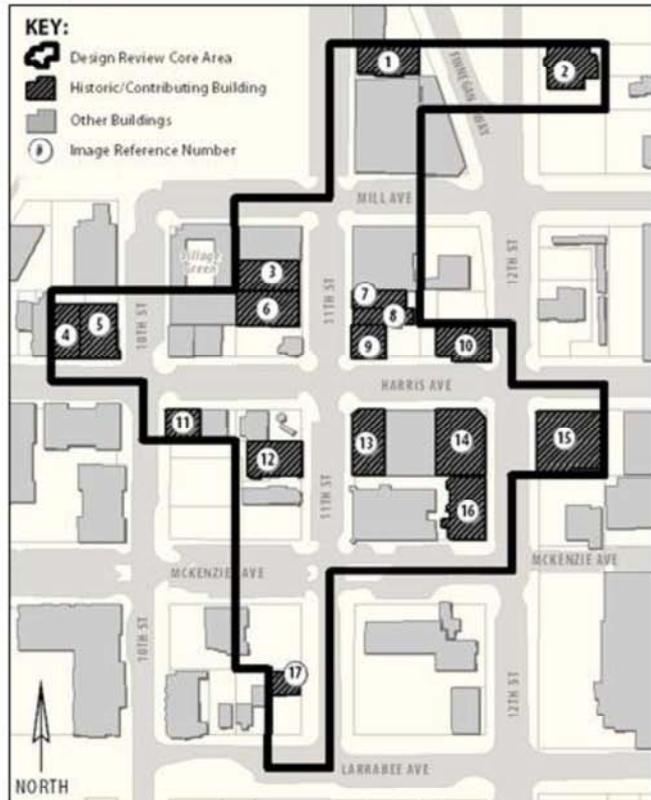


Figure xx. Boundaries for the Historic District DRA are identical to those of the Fairhaven National Historic District. Historic "contributing" buildings are numbered on the above map, with corresponding images for reference.

Fairhaven Historic District Design Review Area Historically Significant “Contributing” Buildings



1111-1115 Harris Avenue



1111-1115 Harris Avenue



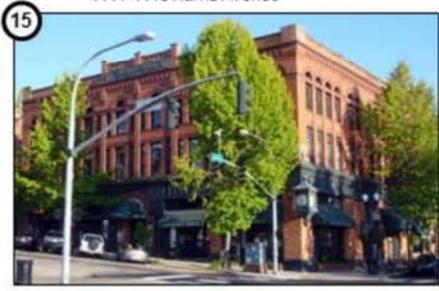
1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue



1111-1115 Harris Avenue

B. Historic Influence Design Review Area

Underlying Zoning: Commercial and Residential-Multi

Character: The Historic Influence DRA follows the outer boundaries of the Commercial Core and the Residential Transition Area located east of 13th Street and south of Larrabee Avenue. The Historic Influence DRA surrounds the Historic District DRA and provides a transition to adjacent industrial and residential areas.

The Historic Influence DRA has undergone numerous building episodes since the founding of Fairhaven. Originally developed with a mix of residential, service, industrial, and commercial buildings, the area has lost many of its historic buildings. However, a few remain (mainly single-family residential forms built around the turn of the 20th century) and are potentially eligible for listing on the Local, State, or National historic registers. Some of these residential buildings have been adapted for office and retail use.



Figure xx. Example of new construction in the HI DRA, 1615 12th Street, that references the Historic District's materials, scale and features.

the Historic Influence DRA is characterized by buildings constructed between the 1950s to the 1980s, such as gas stations, office buildings, mini-malls, an athletic facility, a converted factory, and a grocery store. Several newer retail and office buildings, restaurants, and multi-family housing developments New were designed under the 1989 Fairhaven Design Review Code. The area's eclectic character is furthered by scattered vacant lots, many used as surface parking. Infill and redevelopment opportunities are still available, as some lots have been built at lower densities than is permitted.

Emphasis for the Historic Influence DRA is on design standards that support a pedestrian-friendly environment and that help preserve the context of the Historic District DRA. To meet this end, design standards that apply in the Historic District DRA also apply to new construction, alterations, and additions to existing buildings in the Historic Influence DRA that abut, or are across the right-of-way from the Historic District boundary.



Figure xx. Adaptively reused single-family house at 1515 12th Street. Pictured above is one of a number of single-family houses built in the early 20th century that remain in the Historic Influence DRA. Individually eligible for the Local, and potentially the State and National Historic Registers, this building and the adjacent single-family home have been adapted for commercial business and office use.

B.1. Policies for the Historic Influence DRA

- a. Maintain the integrity of buildings in the Fairhaven National Historic District by requiring new and existing buildings that abut or are across the right-of-way from the Historic District DRA to follow the same architectural design standards as those established for the Historic District.
2. Design new buildings to reference elements of and be compatible with neighboring historic commercial or single-family residential building forms.
3. Encourage creativity of design while maintaining a high standard of materials, details, and workmanship.
4. Create a mixed-use area with a pedestrian-friendly street edge and a mix of retail storefronts, residential entries, and public spaces.

5. List eligible buildings on the National, State, and/or Local Historic Registers.
6. Replace incompatible alterations to historic buildings with more accurate and/or compatible improvements.
7. Whenever possible, rehabilitate, adapt, or relocate, historic buildings rather than demolish them. If demolition is unavoidable, photo-document the building and salvage architectural features and other reusable building elements.



Figure xx. New construction in the Historic Influence DRA may be masonry, wood, or other materials, and may take the form of commercial or single-family forms, depending on owner preference and the context of surrounding buildings.



Figure xx. The Day Building, 1110 Larrabee, provides an example of how more flexibility in style is permitted for new construction in the Historic Influence DRA, allowing for creativity of design while maintaining high standards for materials, scale, workmanship, and compatibility.



Figure xx. New construction in the Historic Influence DRA.

C. Industrial Influence Design Review Area

Underlying Zoning: Industrial

Character: The Industrial Influence DRA has a very different character than the commercially-zoned Historic Influence DRA to the east. Bordered to the north by Bellingham Bay and the Padden Lagoon, to the east by Padden Creek, and to the west by the railroad, the Industrial Influence DRA includes several industrial-use buildings as well as a public boat launch, a few small restaurants, the Amtrak/Greyhound Terminal, and several offices.

In the early 20th century, commercial and industrial buildings lined both sides of Harris and McKenzie Avenues. Most of these buildings have been demolished, and the majority of land remains vacant or is used for parking. One exception is the Cascade Joinery building at 1401 6th Street, designed under the 1989 Fairhaven Design Review Code.

The standards for the Industrial Influence DRA draw upon the area's industrial building types, materials, and site design. Design standards for new development in the Industrial Influence DRA are determined by use -- industrial use buildings are allowed more flexibility than those built for non-industrial uses. Regardless of use, design of new buildings in the Industrial Influence DRA are required to create a pedestrian-oriented street edge.

C.1. Policies for the Industrial Influence DRA

1. New non-industrial buildings may reference industrial era while maintaining a high standard of materials, details, and workmanship.
2. Provide a pedestrian-friendly street edge between new buildings and pedestrians.
3. Provide public pedestrian connections via sidewalks, walkways and driveways to provide through large developments.
4. List eligible buildings on the National, State, and/or Local Historic Registers.
5. Whenever possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, photo-document the building and salvage architectural features and other reusable building elements.



Figure xx . The former Pacific American Fisheries office at 401 Harris, built circa 1928, was adaptively reused and rehabilitated and currently is home to the Amtrak and Greyhound terminals.



Figure xx . The Industrial Influence DRA has several historic buildings. Pictured above are 212 and 210 McKenzie, built circa 1948 and currently used by local manufacturing businesses.



Figure xx . The Cascade Joinery building at 1401 6th Street is a good example of new construction that references the specific DRA's industrial heritage.

D. Maritime Influence Design Review Area

Underlying Zoning: Industrial.

Character: Fairhaven's Maritime Influence DRA remains an active working waterfront and contains industrial marine-related uses as well as some tourism-related commercial uses.

The Maritime Influence DRA is dominated by boat building and repair uses, as well as the location for a Coast Guard station and the Alaska Ferry Terminal. Northwest of 4th Street and McKenzie Avenue, the Port of Bellingham maintains its "South Terminal" -- a deep-water facility in a protected location accessible by truck and railroad, with the potential for handling containerized cargo.

Design standards for the Maritime Influence DRA draw upon the area's industrial and water-related building types, materials, and site design. As in the Industrial Influence DRA, design standards for new development in this DRA are determined by use -- industrial use buildings are provided more flexibility than those built for non-industrial uses. Regardless of use, new buildings in the Maritime Influence DRA are required to create a pedestrian-oriented street edge.

D.1. Policies for the Maritime Influence DRA

- a. New non-industrial buildings reference industrial era while maintaining a high standard of materials, details, and workmanship.
- b. Provide a pedestrian-friendly street edge between new buildings and pedestrians.
- c. Provide public access via sidewalks, walkways and driveways to provide pedestrian connections.
- d. List eligible buildings on the National, State, and/or Local Historic Registers.
- e. Whenever possible, rehabilitate, adapt, or relocate, historic buildings rather than demolish them. If demolition is unavoidable, photo-document the building and salvage architectural features and other reusable building elements.



Figure xx. Historic building located in the Maritime Influence DRA. Several historic buildings remain in the Maritime Influence DRA.



Figure xx. The Bellingham Cruise Terminal at 401 Harris Avenue provides an example of new construction that references Fairhaven's maritime industrial past, while providing good pedestrian connections through the site and to the waterfront.

CHAPTER 3: NEW CONSTRUCTION

New buildings are anticipated throughout Fairhaven as investment in the area continues. Considering this, it is important that new development contribute to an overall sense of continuity throughout the Design Review District. Desired are those that create in a compatible sense of scale and an enhanced pedestrian-oriented environment, and as applicable, draw inspiration from the building traditions expressed in the Fairhaven Historic District. The goal is that new buildings not be designed to imitate historic buildings, but to be compatible with them. Creativity in design is encouraged when harmonious with the design goals of Fairhaven.

A. Applicability.

The design standards in this chapter apply to all new construction within the Fairhaven Design Review District, including the development of residential, office, institutional, cultural, retail and/or wholesale uses. Unless specified, standards apply to construction in all four DRAs, which are abbreviated as follows:

- HD: Historic District
- HI: Historic Influence
- II: Industrial Influence
- MI: Maritime Influence



Figure xx. Recently built mixed-use building the Fairhaven HD DRA.

B. Specific Standards.

1. Site Plan Design

a. Building Orientation

- 1) **Intent:** *Maintain the traditional orientation of the primary entrance toward the street.*
 - a) **Standard:** The primary entrance of a commercial building shall face the street.
 - b) **Standard:** A commercial building on a through-lot property (one that fronts more than one street) shall have an entry on both streets.
 - c) **Standard:** A building shall have a clearly defined primary entrance. For commercial buildings, this includes a recessed entryway.
 - i. **Guideline:** Providing additional, secondary public entrances to commercial spaces is encouraged on a larger building.
 - ii. **Guideline:** A front entry may be positioned perpendicular to the street, but should be clearly defined by a walkway, porch, stoop, and/or canopy.

- 2) **Intent:** *Avoid the “back of building affect” on public open spaces. Provide visual interest and promote activity and interaction to and from the building.*
 - a) **Standard:** A building that abuts or is across the right-of-way from a public open space (such as a park, plaza, pedestrian walkway, and/or trail) shall be oriented toward the public space.
 - i. **Guideline:** Locate ground level features such as entries, windows, decks, patios or similar features on buildings that abut or are across the right-of-way from a public open space.



Figure xx. Village Books was designed with a pedestrian-friendly rear façade, facing the Village Green.

b. Ground Floor Details / Street-level Interest

1) **Intent:** Buildings in, abutting, and across the right-of-way from the HD DRA contribute to a pedestrian-friendly street edge by maintaining strong alignment and traditional uninterrupted character of the commercial “building wall” edge.

a) **Standard:** In, abutting, and across the right-of-way from the HD DRA, a building shall be aligned at the sidewalk edge, with some allowance for courtyards as specified below.

b) **Standard:** In, abutting, and across the right-of-way from the HD DRA, courtyards, dining areas and plazas are encouraged. However, to maintain the continuity of the commercial street wall no more than 25% of a building front shall be set back from the sidewalk edge.

i. **Guideline:** If no building exists to maintain the continuity of the street wall, use landscape elements to define the sidewalk edge.

ii. **Guideline:** In the II and MI DRAS, and the areas of the HI not abutting or across the right-of-way from the HD, a higher percentage of the building face may be set back from the sidewalk edge.

iii. **Guideline:** Courtyards and open spaces should be linked, either physically or visually, to public spaces.

2) **Intent:** For industrial developments in the II and MI DRAs buildings and/or landscaping create a pedestrian-friendly street edge.

a) **Standard:** For industrial developments in the II and MI DRAs, provide pedestrian-scale interest at the street face or other public right-of-way by incorporating at least two elements from the following list:

- i. Create a “green wall” on at least 50% of street-facing facades (a green wall is one that is partially or completely covered with vegetation and, in some cases, soil or an inorganic growing medium);
- ii. Provide some type of public art such as sculpture, a mural, etc.;
- iii. Modulate the building face every 50’;
- iv. Use darker hues on street-facing facades to visually diminish size and mass;
- v. Provide at least 25% glazing along the street face to allow views to interior activity;
- vi. Provide canopies or awnings that extend into the pedestrian realm; or
- vii. Other element that meets the intent of the standard.



Figure xx. The Chuckanut Brewery on Holly Street in Bellingham’s Old Town provides several examples of how an industrial building can create an attractive pedestrian environment with windows that allow views into manufacturing activities within.



Figure xx. An example of how a “green wall”, also referred to as a “living wall” or “biowall”. Often employed as an aesthetic, artistic building treatment, green walls can reduce overall building temperatures, allow for water reuse, or be used for urban agriculture purposes.

c. Pedestrian Connectivity

- 1) **Intent:** *Promote pedestrian activity by providing inviting and safe mid-block walkways.*
 - a) **Standard:** On full-block developments (200' x 200'), provide pedestrian walkways through the property to adjacent alleys, public sidewalks, streets, trails and/or other pedestrian walkways. A walkway shall be open to the sky and no less than 15' wide.
 - i. **Guideline:** Use pedestrian walkways to provide variation in site plans and building profiles, and to provide views through blocks.
 - ii. **Guideline:** Use connections to break up mass of buildings and create opportunities for additional retail trade, service entrances, and pedestrian, utility, and disabled access.
 - b) **Standard:** In the II and MI DRAs, provide pedestrian connections from the street to the ferry, boat launch, and other public areas.



Figure xx. A landscaped, accessible pedestrian walkway was created as part of the Harris Square development and serves to increase connectivity through the site, break up building mass, provide light and air to upper-story residential units, as well as creating additional commercial opportunities.

2. Building Design

Although there are exceptions, the majority of commercial buildings in Fairhaven were designed with the traditional street-level commercial space, with office and residential spaces occupying upper stories. This trend is reflected in the different degrees of transparency, in the proportions of window openings, and the manner in which floor levels are expressed with moldings, cornices and other architectural details. These traditional building elements are addressed in the following standards and guidelines.

a. Traditional Commercial Facade Architectural Character

The street level of a typical historic commercial building in Fairhaven is clearly distinguishable from the upper floors. The first floor is predominantly composed of a fixed plate glass window with a small percentage of opaque framing materials, a kickplate, and a recessed entry. Upper floors are comprised of the reverse -- opaque materials dominate, and windows appear as smaller openings puncturing a more solid wall. Upper story windows are usually double-hung, and vertically oriented. The street level typically appears taller than the upper floors and often included a mezzanine.

- 1) **Intent:** *New buildings in, abutting, or across the right-of-way from the HD DRA should reflect – but not imitate -- the traditional character, height, and proportion of Fairhaven’s historic commercial buildings.*
- a) **Standard:** On a building exterior, floor-to-floor heights and windows shall appear similar to those of traditional commercial Fairhaven buildings. Floor-to-floor height minimums are outlined in **Table 1**.

Table 1. Minimum Required Heights for Commercial Mixed-Use		
	In, abutting, and across the right-of-way from Historic District DRA	All other DRA's
First Floor Retail	Minimum 14' floor-to-floor	Min 12' floor-to-floor
Upper Story Office	Minimum 12' floor-to-floor	
Upper Story Residential	Minimum 10' floor-to-floor (12' is encouraged for flexibility of use)	
Parapet	2'- 4' (taller parapet is encouraged to allow for rooftop use, green roofs, solar installations, etc.)	

- i. **Guideline:** Maintain the traditional storefront proportions as experienced at street level by designing the commercial ground floor to appear taller than upper floors. A historic storefront of 14' to 16' high is typical in Fairhaven.
- b) **Standard:** In, abutting, and across the right-of-way from the HD DRA, street level transparency should extend a minimum of 10' to the top the window or door header. This height minimum may include a transom window.

2) **Intent:** Provide a visual link between commercial space and the sidewalk to create visual interest at the pedestrian level.

a) **Standard:** In, abutting, and across the right-of-way from the HD DRA, a minimum of 70% of the commercial building wall between 2' and 7' above the sidewalk and facing a street shall be transparent. In all other DRAs, a minimum of 60% transparency is required. Windows into parking garage space shall not qualify. If windows are not appropriate, glass display cases, decorative art (for example, murals or relief sculpture), significant architectural detailing or wall-covering landscaping may be used.

b) **Standard:** In, abutting, and across the right-of-way from the HD DRA, storefront components and upper story windows shall relate to the height and proportion of traditional commercial buildings.

i. **Guideline:** Use parapets, cornices, transoms, and/or awnings to relate to historic commercial building features and create a human sense of scale.

ii. **Guideline:** A new building in, abutting, or across the right-of-way from the HD DRA should incorporate some or all of the following architectural components (see **Figure xx**):

- a) **Parapet:** A low protective wall built along the edge of a balcony or roof, often ornamental.
- b) **Cornice Molding:** A decorative band at the top of the building.
- c) **Upper-story windows:** Windows located above the street level have a vertical orientation.
- d) **Mid-belt Cornice:** A decorative band at the top of the first floor.
- e) **Sign Band:** A flat band running above the transoms to allow for the placement of signs.
- f) **Transom:** The upper portion of the display window, separated by a frame.
- g) **Display Windows:** The main portion of glass on the storefront, where goods and services are displayed.
- h) **Kickplate / Bulkhead:** Found beneath the display window.
- i) **Entry:** Usually set back from the sidewalk in a protected recess.

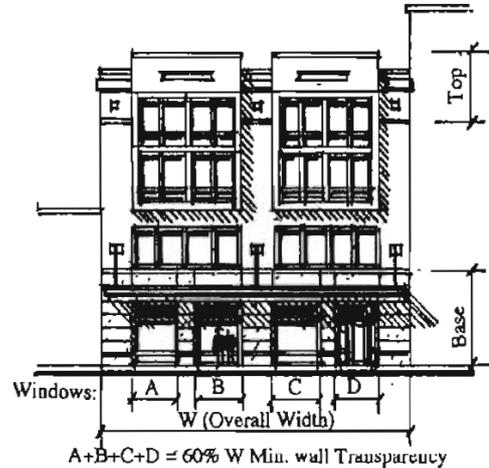


Figure xx. Calculating transparency at the street level.

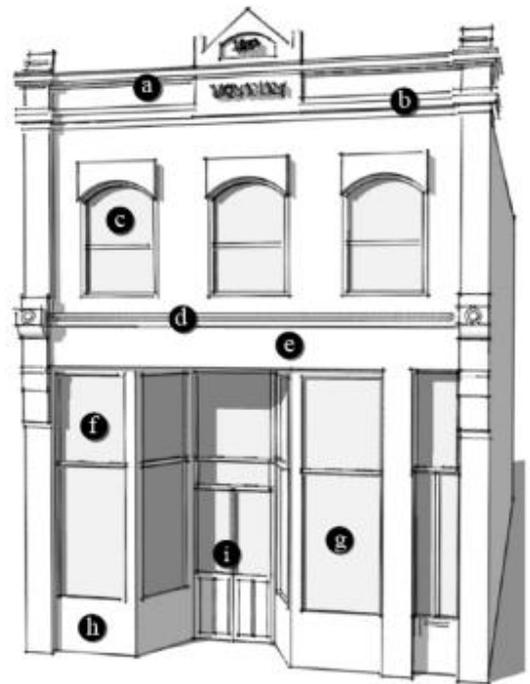


Figure xx. Major components of a typical historic commercial building façade.

- 3) **Intent:** *In the HD and HI DRAs, maintain a distinction between the street level and the upper floors.*
- a) **Standard:** The first floor of the primary facade shall be predominantly transparent glass. Highly reflective or darkly tinted glass shall not be used.
 - b) **Standard:** Distinction in floor heights shall be made between the street level and upper levels by using detailing, a belt course, or differing materials and fenestration.
- 4) **Intent:** *The repetition of evenly spaced, vertically-oriented and similarly-sized upper story windows creates a pattern along the street, and gives a building a sense of human scale.*
- a) **Standard:** New buildings in, abutting, and across the right-of-way from the HD DRA shall maintain the traditional spacing patterns and proportions of upper story windows in historic commercial buildings, which are typically at least twice as tall as they are wide.
 - i. **Guideline:** Windows, lintels and trim should be designed to relate with those on historic commercial buildings.
 - ii. **Guideline:** Use proportions of windows, individually or in groups, as they appear on historic upper story buildings.
 - iii. **Guideline:** For industrial buildings in the II and MI DRAs, both wood and industrial-style metal multi-paned windows may be appropriate.
 - b) **Standard:** New buildings in, abutting, and across the public right-of-way from the HD DRA shall be designed with windows that are set back from the exterior building wall to create relief, and prevent “flat-faced” two-dimensional walls.
- 5) **Intent:** *The repetition of recessed entries provides a rhythm of shadows along the street, which helps establish a sense of scale and invites pedestrians into the building. This pattern should be continued.*
- a) **Standard:** In, abutting, and across the right-of-way from the HD DRA, the pattern created by recessed commercial entryways along the street shall be maintained.

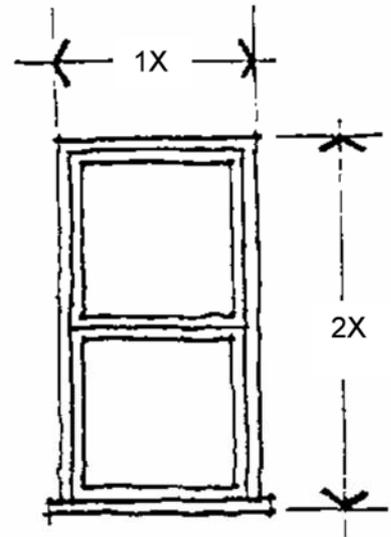


Figure xx. Upper story windows in historic commercial buildings are typically at least twice as tall as they are wide.

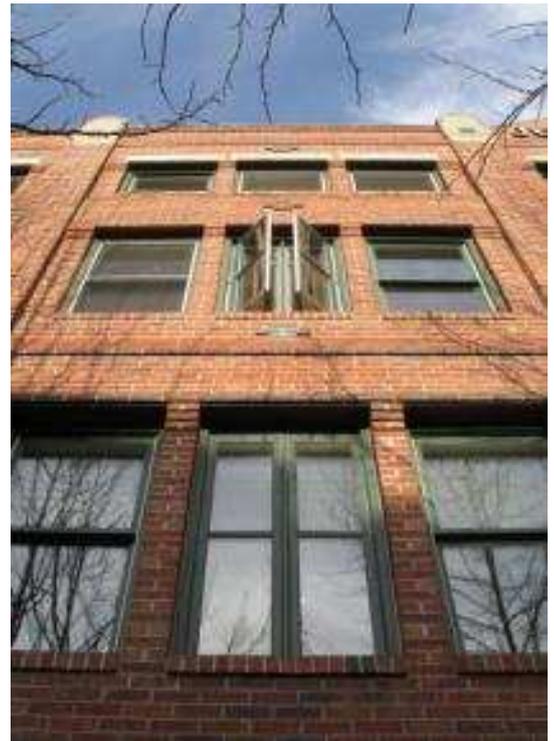


Figure xx. The Judson Plaza building on 11th Street provides examples of good design that relates to the context of nearby historic commercial buildings. For example, windows are set back from building face, and are a mix of double hung and paired casement designed to appear as double hung on 2nd and 3rd floors; vertically oriented; and solid-to-void proportions are similar to historic buildings.

b. Commercial Street Frontage

2) **Intent:** Reinforce pedestrian activity and orientation to ground floor activities to enhance the liveliness of the street. Along the Pedestrian-Oriented Commercial streets identified in **Figure xx**, street front uses should support commercial activity and provide opportunities for visual and interactive links between businesses and pedestrians.

a) **Standard:** Along those streets identified in **Figure xx**, ground floor commercial space (including retail, service, office, government, or similar non-residential uses) shall be provided along the full building street front for a depth of at least 20' measured from the front face of the building. Lobbies for residential uses and hotels, and parking garage entries are exempt from this provision. Hotel/motel guest rooms, dwelling units and structured parking do not qualify as commercial space.

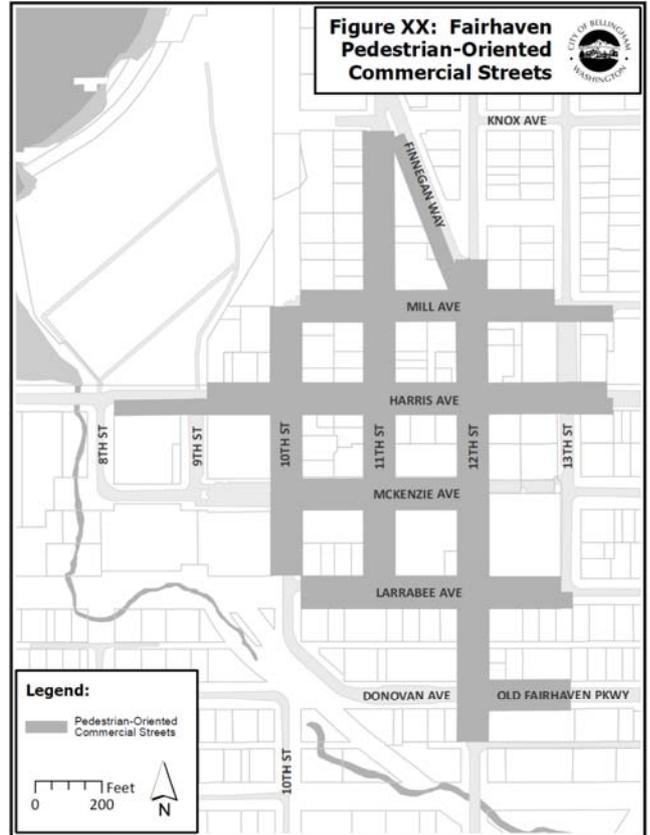


Figure xx: Pedestrian-Oriented Commercial Streets.

c. Massing and Articulation

1) **Intent:** In the HD and HI DRAs, reflect the underlying lot pattern and break up building mass in the articulation of building facades. Buildings should not be monolithic in scale or greatly contrast with those seen traditionally in Fairhaven.

a) **Standard:** Building massing shall vary along the street for any individual building that exceeds more than a ½ block width (100' of a block face).

i. **Guideline:** In, abutting, and across the right-of-way from the HD DRA, step building module height up a slope to break up mass.

ii. **Guideline:** Utilize wall articulation to provide variety in wall planes and enhance visual interest at the street edge. Portions of the building face should step back from the street to provide variety in scale and mass, as illustrated in **Figure xx**.

iii. **Guideline:** Decorative elements and projecting or setback “articulations” should appear subordinate to the façade.

2) **Intent:** Traditionally, commercial building facades were composed of three basic elements – a base, middle and cap.

a) **Standard:** New multi-story commercial buildings in, abutting, and across the right-of-way from the HD DRA shall be composed of a base, middle, and cap.

i. **Guideline:** Vary the height of roof parapets and eaves to avoid long, straight lines along the street.

3) **Intent:** Roof forms should relate to the context of surrounding buildings.

a) **Standard:** In, abutting, and across the right-of-way from the HD DRA, roofs shall be of the traditional flat, commercial building type. In all other DRAs, a mix of roof forms is permitted.

4) **Intent:** For new industrial buildings in the II and MI DRAs, simple forms are appropriate, as are those with varied massing.



Figure xx. The façade of the Village Books Building, 1200 11th Street was designed to create a comfortable pedestrian environment through the use of human-scaled elements and proportions, transparency, textural brick, large display windows, and an awning that provides protection and a feeling of enclosure.

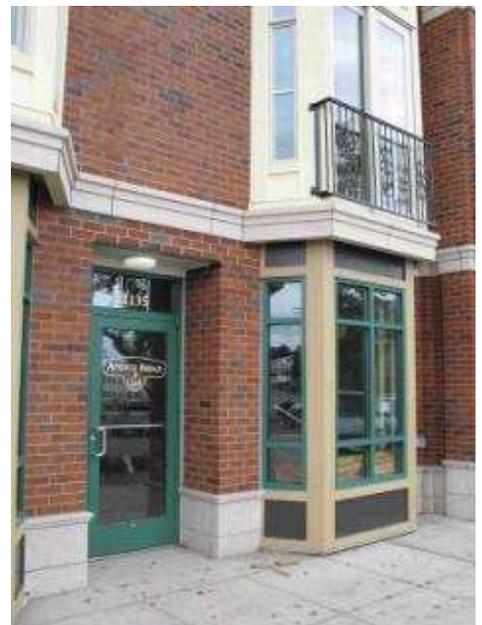


Figure xx. Break up mass and provide variety in scale by articulating the building face. This can be accomplished by stepping back and bringing forward portions of the building face, as evidenced in the image above.

a) **Standard:** A variety of building forms, masses, and character are permitted in the II and MI DRAs.

i. **Guideline:** A new building may be viewed as an independent, free-standing form and need not necessarily be aligned with others.

ii. **Guideline:** The preferred character is one that draws upon traditional industrial forms, and that incorporate sloped roofs, canopies, loading docks, etc. A mix of roof forms is appropriate, including sloped roofs.



Figure xx. Fairhaven Gardens Building on 12th Street was designed in modules that are stepped in height down the slope along Mill Street.

5) **Intent:** In the II and MI DRAs, new interpretations of traditional utilitarian building types are encouraged.

a) **Guideline:** Design new commercial buildings to reflect the mass and scale of traditional Fairhaven industrial and utilitarian buildings. Simplicity of design and details are encouraged, as are interpretations of utilitarian architectural features.



Figure xx. Examples of existing industrial buildings in Fairhaven's II DRA.

6) **Intent:** The scale of buildings that abut a residential zone should conform to the scale established in the neighborhood. Blank walls should not loom over on nearby residences.

a) **Standard:** Building walls within 15' of a property line abutting a residentially zoned area shall either be of common sized red brick masonry or include a repeating pattern with no less than two of the elements listed below. At least one of the elements shall repeat horizontally. All elements shall repeat at intervals of not more than 30', either horizontally or vertically.

- i. Permanent color change;
- ii. Texture change;
- iii. Material change;
- iv. Architectural or structural bays with a change in plane no less than 12" in width, such as an offset, reveal or projecting rib (see **Figure xx**).

d. Building Materials

1) **Intent:** Building materials contribute to the visual continuity of the area, and should appear similar to those traditionally used in Fairhaven—primarily brick, wood, and stone.

a) **Standard:** Building materials in, abutting, and across the right-of-way from the HD DRA shall be primarily brick or stone. Stucco, wood and metal should be used in subordinate proportion to masonry. Brick and simulated (formed concrete) stone should be of similar modular dimension to that of historic buildings.

i. **Guideline:** Simple material finishes should be used for large expanses of wall plane. Matte finishes or finishes with low reflectivity are preferred. For example, polished stone should not be used as a primary material.

ii. **Guideline:** More diversity is allowed in the II and MI DRAs, where industrial-type materials such as wood, metal, brick and heavy timber are appropriate.

iii. **Guideline:** Wood and metal were traditionally used for window, door and storefront surrounds and are encouraged in new construction.

iv. **Guideline:** New or alternative materials will be considered on a case-by-case basis, and should have a demonstrated durability in Bellingham's climate. If used, materials should appear similar in character to those used historically. For example, stucco, cast stone or concrete should be detailed to a human scale.

b) **Standard:** Imitation or synthetic cladding materials such as aluminum, vinyl, and plastic siding are discouraged for new construction in, abutting, or across the right-of-way from the HD DRA.

c) **Standard:** Mirrored glass shall not be used.

i. **Guideline:** Some imitation materials such as imitation brick or stone, or aluminum-clad windows, may be permitted.

ii. **Guideline:** Alternative materials should be similar in scale, proportion, texture and finish to those used traditionally.



Figure xx. In the Industrial and Maritime Influence DRAs, new development that is industrial in style and materials yet provides an attractive street presence is encouraged. Photo courtesy Winter & Company.



Figure xx. Some use of imitation materials, such as the formed concrete foundation pictured above, is appropriate.

e. Residential Design

- b) Intent:** Residential projects should have an active and direct link to the pedestrian street system, while maintaining an appropriate transition from public to private space.
- 1) Standard:** Buildings containing residential uses shall have at least one covered front residential entryway facing a public right-of-way and accessed directly from the adjoining sidewalk.
 - 2) Standard:** Open exterior entry/exit balconies that face a right-of-way are prohibited.
 - 3) Standard:** Residential units built within 10' measured horizontally of an adjoining right-of-way or public space (property line) shall be constructed so that the finished floor elevation is at least 30" above the adjoining sidewalk.
 - 4) Standard:** Ground floor residential units fronting on a public street shall have a private main entry to the sidewalk consisting of a stoop or porch. Patio access doors shall not be considered a main entry.
 - 5) Standard:** When private interior courtyards interface with the street edge, use a landscape hedge, ornate fencing, architectural walls, or a combination of the above to carry the wall line at the street edge and define the private space.

CHAPTER 4: ALTERATIONS AND ADDITIONS TO EXISTING BUILDINGS

A. Applicability.

Standards in this chapter apply to alterations and additions to all existing buildings within the Fairhaven Design Review District. For the purposes of this chapter, *existing buildings* include the entire range of buildings previously constructed, an *alteration* is any modification to the exterior of a building, and an *addition* is any change that results in an increase in footprint or height. Unless specified, standards apply to all four DRAs, which are abbreviated as follows:

HD:	Historic District
HI:	Historic Influence
II:	Industrial Influence
MI:	Maritime Influence

B. Alterations to Traditional Commercial Buildings¹

1. Storefronts

a. **Intent:** *Maintain the sense of place and pedestrian-scale by restoring, rehabilitating, or recreating the original elements, design, and fenestration that define a storefront's character.*

1) **Standard:** When present and intact, preserve character-defining elements of a traditional commercial storefront. (See **Figure xx** in Chapter 3 for a diagram of these components.)

- i. **Guideline:** As available, use historic photographs to determine the original design of a storefront.
- ii. **Guideline:** If an original facade has been altered but no information exists of its original design, create a simplified design that is an interpretation of a traditional storefront.
- iii. **Guideline:** Maintain original glass in the display window and recessed entry.
- iv. **Guideline:** An original storefront may have been altered early in the history of the building. It may be appropriate to preserve such alterations.



Figure xx. Display windows, entry doors, kickplates, transoms, and upper-story windows on the historic (Grad Building) have been preserved, presenting a façade that makes it a contributing building to the Fairhaven Historic District.

¹ The National Park Service [Preservation Brief 11: Rehabilitating Historic Storefronts](#) provides additional information for treatment of historic commercial buildings.

b. **Intent:** Preserve the character of the cornice line and parapet. The repetition of cornice and parapets along the street contributes to the visual continuity of the block.

- 1) **Guideline:** Consider reconstructing a missing cornice when evidence of the original design is available.
- 2) **Guideline:** A simplified interpretation is appropriate for a replacement cornice if evidence of the original is unavailable. Replacement elements should match the original, especially in overall size and profile.

c. **Intent:** Windows are one of a building's most important character-defining features. Elements that contribute to the character of a window are shown in **Figure xx**.

- 1) **Standard:** Repair rather than replace frames, sashes and decorative features of a building's original windows.
 - i. **Guideline:** Repair is a lower-cost alternative to full window replacement and maintains the original character of the window. Utilize the following techniques to repair windows and increase weather-efficiency:
 - a) Add weather stripping and caulking around the window frame;
 - b) Reglaze windows to seal leaks between the glass and sash;
 - c) Repair and tighten the window by patching and splicing wood elements such as the muntins, frame, sill and casing; and / or
 - d) Install a storm window.
 - ii. **Guideline:** Some windows manufactured between the 1950's and 1980's, such as aluminum and vinyl windows are difficult to repair/retrofit for energy savings. It may be appropriate to replace these with higher quality, more energy efficient units that are more in character with the building's original windows.



Figure xx. Portions of the ornate parapet from the Knights of Pythias building are missing. What remains has been preserved and provides some reference to the original design.

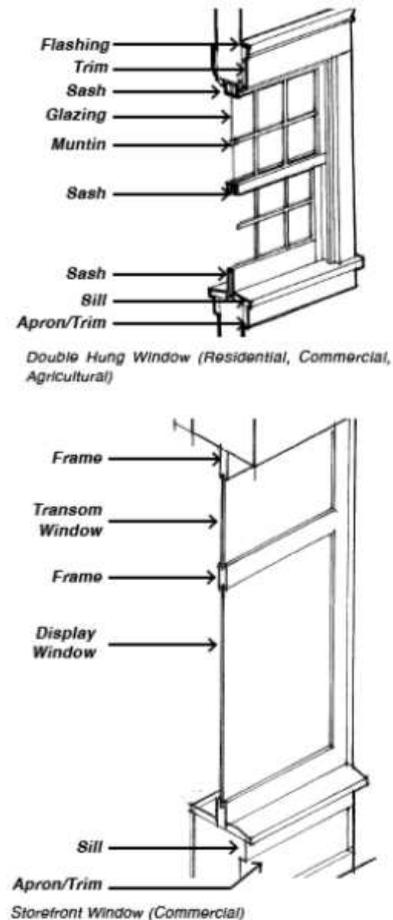


Figure xx. The upper diagram illustrates a typical double-hung window, traditionally used for residential, commercial and/or agriculture buildings. The lower illustration depicts elements of a typical storefront, or commercial window.

d. **Intent:** Preserve the position, size, number and arrangement of original windows in a building wall.

1) **Standard:** Do not enclose an original window opening or add a new opening on a primary facade.

e. **Intent:** If original windows are missing, replace with those that are the same size, shape, appearance, and materials of the original.

1) **Standard:** If the original window was double-hung, the replacement window shall be double-hung, or appear to be so (see **Figure xx**). Match the number and position of glass panes.

2) **Standard:** On primary facades, use the same material as the original windows. A substitute material may be considered if the appearance of window components match those of the original in dimension, profile and finish. Vinyl and unfinished metals are inappropriate replacement materials for windows originally of wood, and shall not be used.

i. **Guideline:** New glazing should convey the visual appearance of historic glazing, and should be clear. Transparent low-e type glass is appropriate, but metallic and reflective finishes are not appropriate.

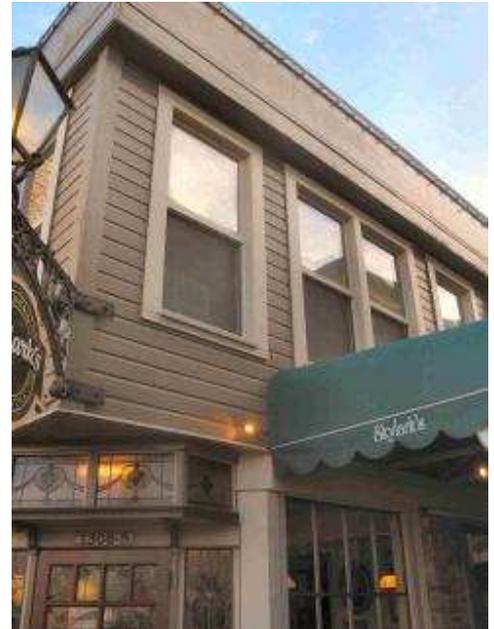


Figure xx. Example of a window set back from the exterior façade.

f. **Intent:** Convey the character of traditional sash divisions in a new window.

1) **Standard:** Match the profile of the sash and its components to that of the original window.

2) **Standard:** Muntins that divide a window into smaller panes of glass should be either genuine or have a depth and shadow line similar to the original.

g. **Intent:** Transoms, the upper glass band of traditional storefronts, are a character defining feature that introduced light into the depths of the building. These should be maintained, preserved, and/or restored.

1) **Standard:** Retain the original shape of transom windows in a traditional storefront.

i. **Guideline:** Bands of transom windows should not be removed or enclosed.

ii. **Guideline:** The transom shape is important to the proportion of the storefront and should be preserved in its original configuration.

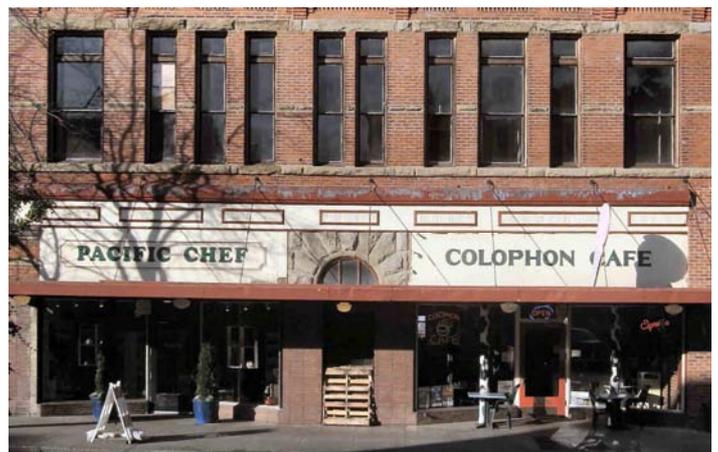


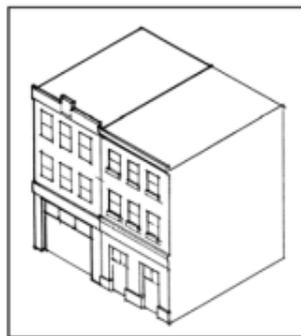
Figure xx. Although obscured with a sign band, the storefront transom windows of the Knights of Pythias building remain intact and could be restored in the future.

- iii. **Guideline:** If the original glass is missing, install new glass.
- iv. **Guideline:** If the transom must be blocked for use as a sign panel, retain the original proportions and configuration so that it might be restored in the future.
- h. **Intent:** *The repetition of recessed entries provides a rhythm of shadows along the street, which helps establish a sense of scale and identifies business entrances.*
 - 1) **Standard:** Maintain recessed entries where they exist.
 - i. **Guideline:** Restore altered recessed entries.
 - i. **Intent:** *Preserve the decorative and functional features of a primary entrance, which may include the door, door frame, threshold, glass panes, paneling, hardware, detailing, transoms and flanking sidelights.*
 - 1) **Standard:** When a new door is needed, it should be in character with the building. This is especially important on primary facades. Do not change the position of an original front door.
 - j. **Intent:** *Maintain the original proportions of a primary exterior door.*
 - 1) **Standard:** Do not alter the original size and shape of an original primary entry door.
 - i. **Guideline:** If a door size must be altered, maintain the original opening.
 - ii. **Guideline:** When replacing a door, use materials and design that appear similar to that of the original, or use a door of the same building style.
 - k. **Intent:** *Preserve the character-defining features of a historic door, which include the door frame, screen door, threshold, glass panes, paneling, hardware, detailing, transoms and flanking sidelights. When a new door is needed, it should be in character with the building, especially on primary facades.*
 - 1) **Standard:** Preserve the decorative and functional features of a primary entrance.
 - i. **Guideline:** Repair a damaged historic door to restore its original appearance. If replacement is necessary, use a design and materials similar to that of the original.
 - l. **Intent:** *A kickplate, also called a bulkhead, was a popular feature of most traditional commercial buildings and should be retained and/or restored.*
 - 1) **Standard:** If part of the original architecture of the building, retain the kickplate as a decorative panel.
 - i. **Guideline:** Expose an original kickplate that has been covered with another material to expose the original design. If the original kickplate is missing and no information as to its original appearance exists, develop a compatible replacement design. Wood is an appropriate material for a replacement on most styles. Alternative materials may be considered when appropriate to the building style.

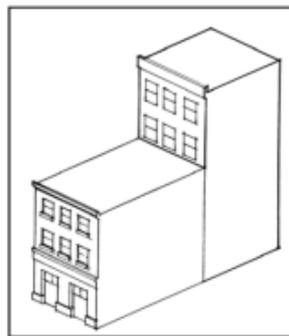
C. Additions to Traditional Commercial Buildings

a. Intent: Minimize loss of original character defining features when expanding the footprint of a traditional commercial building.

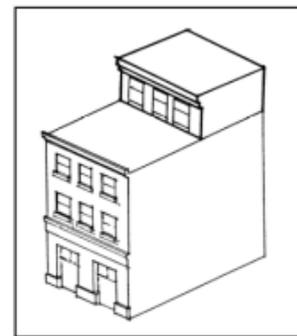
- 1) Standard:** Design additions to be compatible with the main building in material, character, and scale.
 - i. Guideline:** Locate an addition to the rear or side of a building.
 - ii. Guideline:** An addition should appear subordinate to the main structure, and should be similar in mass and form, yet be distinguishable from the original building.
 - iii. Guideline:** Design an addition so that the character of the original building can still be interpreted. An addition should not damage or obscure architecturally important features.
 - iv. Guideline:** An addition's window placement and trim elements should align with those of the existing structure.



A new addition has been placed to the left side of an original three-story building.



An addition has been placed to the rear of an original three-story building.



Here, a roof addition has been set back from the front.

b. Intent: The addition of balconies and roof decks to traditional commercial buildings can increase their use options and long-term viability.

- 1) Standard:** A balcony addition shall be designed to be in character with the original building, yet simple in design.
- 2) Standard:** The balcony shall appear mostly transparent. Achieve solid-to-void ratios with balusters and rails. Glass and plexiglass are not appropriate on buildings that are in, abutting, or across the right-of-way from the HD DRA.
 - i. Guideline:** Mount a balcony to accentuate character-defining features.
 - ii. Guideline:** Where possible, locate a balcony within existing openings.
 - iii. Guideline:** Balcony supports should align with existing building elements.
- 3) Standard:** Balconies shall be of simple design.
 - i. Guideline:** Simple metal work is most appropriate on commercial buildings. Dark metal matte finishes are appropriate.
 - ii. Guideline:** Simple wood and metal designs are appropriate for residential buildings.

- iii. **Guideline:** Heavy timber and plastics are inappropriate materials, as are glass and plexiglass.
- c. **Intent:** *Addition of handrails may be necessary to address accessibility and life / safety issues. These additions should not detract from the character of the original building.*
 - 1) **Standard:** A new railing or an addition to an existing railing should be simple in design.
 - i. **Guideline:** Simple metal work and wood are appropriate for new railings. A railing should appear as be mostly transparent, with equal or lower ratios of solid-to-void of baluster-to-opening.
 - ii. **Guideline:** If a taller railing is required by building code, add a railing above the original to achieve a greater overall height without changing the appearance of the original. Design the new railing to be visually subordinate to (thinner and less detailed than) the original.

D. Alterations and Additions to Traditional Residential Building Forms

In the Fairhaven Historic District DRA, two buildings do not follow the traditional commercial building form -- the Kulshan Club and the Fairhaven Library. This section applies to these, and to other existing single-family residential forms located within the other Fairhaven Design Review Areas.

1. Alterations to Traditional Residential Facades

a. **Intent:** *Preserve the character defining features of a traditional residential form.*

- 1) **Guideline:** Preserve the character-defining elements of a traditional residential façade. These elements include:

- a) **Building and roof orientation:** Orientation of building and roof to the street.
- b) **Porch:** Typically a one-story covered, unenclosed or enclosed entry element. A porch floor typically matches the height of the first floor. It is supported by columns and has a baluster.
- c) **Front door:** The primary entrance into the building. Typically a wood door, sometimes half glazed.
- d) **Windows:** Typically double-hung wood windows or similar configuration.
- e) **Trim:** Wood that covers transition between building elements. This is sometimes a decorative molding.
- f) **Eaves:** Portion of the roof that overhangs the vertical walls.
- g) **Exposed rafters:** Structural component at eaves, common in the Craftsman style.
- h) **Attic window or vent:** An opening in a gable end.
- i) **Dormer:** A window that projects vertically from the roof or wall, and is subordinate to the primary roof.



Figure xx – Historic photo of the Kulshan Club (in its original location on 12th Street), with the Fairhaven Library in background across the street – both contributing buildings in the Fairhaven Historic District. The Kulshan Club was built in the Craftsman style, as are many of the other single-family houses in the vicinity. The Fairhaven Library is evocative of the Spanish Mission style, and was designed to blend in with the surrounding residential neighborhood. *Photo courtesy Whatcom Museum Photo Archives.*

b. **Intent:** *Preserve original window openings, components, and materials.*

1) **Standards:** Refer to Treatment of Traditional Commercial Buildings.

c. **Intent:** *Preserve original door openings, components, and materials.*

1) **Standards:** Refer to Treatment of Traditional Commercial Buildings.

2. Roofs

a. **Intent:** *The character of a historic roof should be preserved, including its form and materials.*

1) **Standard:** Do not alter the angle or pitch of a historic roof. Maintain the line and orientation of the roof as seen from the street.

b. **Intent:** *The shadows created by roof overhangs contribute to the perception of a building's scale, and to its architectural character.*

1) **Standard:** Preserve the original eave depth of a roof. Do not cut back roof rafters and soffits or in other ways alter the traditional roof overhang.

2) **Standard:** Preserve original roof materials and decorative elements such as crests, chimneys, roof detailing, gutters and downspouts.

i. **Guideline:** New roofing materials should convey a scale and texture similar to those used traditionally. Roof replacement material shall be compatible with the architectural style of the structure.

ii. **Guideline:** Composition shingle roofing can be appropriate replacements for wood shingles, and should have a color similar to the original. Shingles that contain embedded photovoltaic systems are also appropriate in dark colors. Specialty materials such as tiles should be replaced with a matching material.

3) **Standard:** Do not add features to a roof, such as a "widow's walk" (an ornate railing around the roof ridge) where there is no evidence that one existed.

4) **Standard:** Minimize the visual impacts of skylights and other rooftop devices.

1) **Guideline:** A skylight that is flush with the roof plane may be considered where it remains visually subordinate. Skylights should not interrupt the plane of the historic roof, and should be located below the ridgeline.

2) **Guideline:** Locate electronic data transmission and receiving devices where they are not visible from the right-of-way.

3. Porches

a. **Intent:** *A porch is one of the most important character-defining elements of a facade. It provides visual interest and influences perceived scale.*

1) **Standard:** When replacement of a porch is necessary, it should be similar in character, design, scale and materials to those seen traditionally.

i. **Guideline:** Preserve a porch in its original condition and form, and as possible, maintain the existing location, shape, details and posts of the porch.

- ii. **Guideline:** Repair rather than replace deteriorated elements of a porch. Replace missing or deteriorated decorative elements to match existing elements; e.g., match the original proportions and spacing of balusters and porch posts.
 - iii. **Guideline:** The size of a porch should relate to the overall scale of the primary structure to which it is attached.
 - iv. **Guideline:** If possible, base the replacement design on the original design. Where no evidence of the original exists, design a new porch to be similar in character to those found on comparable buildings.
 - v. **Guideline:** A new porch should use materials similar to those seen historically. Alternative materials for porch decking may be considered when similar to the original.
 - vi. **Guideline:** Unless reconstructing a porch from historic documentation, it is not necessary to replicate the details of the original porch or a porch design copied from a similar style house. It is important that new details be compatible (similar form, scale and materials) for the design of the porch and the style of the house.
 - vii. **Guideline:** *If a porch has been altered, consider restoring it back to its original design* If the original design of the porch is unknown, base the design of the restoration on other traditional porches on buildings of a similar architectural style.
- b. **Intent:** *If a porch must be enclosed, do so in a way that maintains an appearance of openness.*
- 1) **Guideline:** Use transparent materials (such as glass) and place them behind the balusters and balustrade to preserve the visual character of the porch. Enclosing a porch with opaque materials is discouraged.

4. Additions

- a. **Intent:** *Encourage site design and landscaping that is characteristic of, and compatible with, adjacent residential uses.*
- 1) **Standard:** Parking shall be located to the rear or side of the building and shall not be located at intersections.
 - 2) **Standard:** A landscaped front yard and pedestrian walkway shall be maintained between the front of the building and the street. This provision may allow for decks and pavers for outdoor seating and display areas.
 - i. **Guideline:** Landscaping should be integral with the site design and provide privacy for neighbors.
 - ii. **Guideline:** Fencing, especially when seen from the street, should be designed to integrate with the architecture of the building and add visual interest in its detail, materials or color.
- b. **Intent:** *Locate additions so as to minimize the impacts to existing buildings.*
- 1) **Guideline:** If existing buildings are to be joined by a mutual addition, the distinction between the two original buildings shall be retained.
 - 2) **Guideline:** Additions should be set back from the front facades of buildings that are to be joined.

c. Intent: Augment the architectural character of the original building when designing additions, upper stories, dormers, and other modifications.

- 1) Standard:** A new addition shall relate to the design, materials, ornamental detail, and follow the roof shapes and slopes of the existing building.
- 2) Standard:** Window and door proportions (including the design of sash and frames), floor heights, roof shapes and pitches, and other elements of the addition's exterior shall relate to those of the existing building. Windows shall be of similar type, materials, pane pattern and quality as those in the existing building.
 - i. Guideline:** Whenever possible, retain existing siding and features of buildings when making improvements and adaptations.
 - ii. Guideline:** A change of materials, colors or textures on different elements is encouraged to provide further articulation and additional variety and character.
 - iii. Guideline:** The primary entrance should face the public street.

d. Intent: Additions to historic residential buildings should be compatible with the primary structure and not detract from building's original character.

- 1) Standard:** Design an addition to relate to the mass and scale of the original structure.
 - i. Guideline:** An addition should be simple in design to prevent it from visually competing with the primary facade. For a larger addition, break up the mass of the addition into smaller modules that relate to the historic house. To keep the size of a higher mass as small as possible, use a lower plate height.
- 2) Standard:** Place an addition at the rear or side of a building or set it back from the front to minimize visual impacts and allow the original proportions and character to remain prominent.



Figure xx. Four examples showing appropriate methods of locating an addition on a building, to the side and rear. (New addition shown shaded.) Each example builds off of the original building in such a way that it is offset from the existing facades slightly, which helps integrate it with the scale and character of the original building.

3) Standard: Design a new roof of an addition to be similar to the slope and design details of the original structure.

- i. Guideline:** When constructing a rooftop addition, keep the mass and scale subordinate to the primary building.

e. Intent: An addition of a rooftop dormer may be appropriate. A dormer is typically added to increase the amount of headroom in an upper floor. Traditionally, dormers were designed as smaller elements.

- 1) Standard:** A dormer should be visually subordinate to the overall roof mass and should be in scale with those on similar historic structures.

- 2) **Guideline:** The dormer should be located below the ridge line of the primary structure.
- 3) **Guideline:** A dormer should relate character to the primary roof in form, pitch, and materials.
- 4) **Guideline:** The number and size of dormers should not visually overwhelm the scale of the primary structure.

E. Special Considerations

1. Adaptive Reuse

- a. **Intent:** *The best use for a historic building is that for which the building was designed, or a closely related use. Every effort should be made to provide a compatible use for the building, one that will require minimal alteration to the building and its site. One example of adaptive use is converting a residence into a "bed and breakfast".*
 - 1) **Guideline:** A new use should be compatible with the original character of the building, and should not adversely affect its historic integrity or alter character-defining features.

2. Historic Additions

- a. **Intent:** *Some early additions may have taken on historic significance of their own. Additions associated with a building's period of significance may merit preservation in their own right. More recent additions that detract from the character of the building may be modified or removed.*
 - 1) **Guideline:** Additions over 50 years old that are similar in character to the original building's materials, finishes, and design, and that may reflect the workmanship of a master should be preserved.

3. Accessibility

- a. **Intent:** *As applicable, owners of historic properties should comply to the fullest extent possible to Americans with Disabilities Act (ADA) provisions, while also preserving the integrity of the character-defining features of their buildings and sites.*
 - 1) **Guideline:** Design accessibility solutions that do not alter a building's historic characteristics. Alterations to historic properties designed to improve access for persons with disabilities should minimize negative effects on the historic character or materials.

CHAPTER 5: ALL PROJECTS

A. Applicability.

Standards in this chapter apply to all projects in the Fairhaven Design Review District and provide direction for screening, parking, lighting, and other features. These guidelines apply to changes to existing buildings, new construction, and all other improvements. Unless specified, standards apply to all four DRAs, which are abbreviated as follows:

HD:	Historic District
HI:	Historic Influence
II:	Industrial Influence
MI:	Maritime Influence

B. Specific Standards.

1. Outdoor Amenity Space

a. Intent: *Outdoor amenity space is an asset to the community, often occurring as an accent along the street under several conditions: as a front yard on a residential site, an outdoor dining area, or a small plaza or private courtyard.*

- 1) **Standard:** Where provided, outdoor amenity space shall meet the following requirements:
 - i. Be paved or otherwise landscaped;
 - ii. Remain subordinate to the line of building fronts..

2. Terraces, Patios, Decks, and Balconies

A *terrace* or *patio* is an unroofed, flat area immediately outside and level with a building, often paved and used for sitting or eating outdoors

A *deck* is an unroofed, flat surface capable of supporting weight, typically outdoors, often elevated from the ground, and usually connected to a building.

A *balcony* is a platform that projects from the wall of a building and is surrounded by a railing, balustrade, or parapet.

a. Intent: *Improvements that provide areas for outdoor use are welcomed amenities in all DRAs, and should be designed to be compatible with the character of the site and/or existing building.*



Figure xx. A public plaza was designed into the pedestrian walkway of the Harris Square development, providing a welcoming outdoor amenity while also breaking up the mass of two large-scale buildings.



Figure xx. In some cases, such as the *porte cochere* of the Village Inn on 10th Street, a deck may be appropriate. Note the solid-to-void ratio of the baluster spacing.

- 1) **Standard:** In, abutting, or across the right-of-way from the HD DRA, only shallow, “Juliet” balconies (no more than 4’ deep) are permitted on primary building façades.
- 2) **Standard:** Wider, projecting or cantilevered decks are permitted on the side or rear of a building, but shall be designed to be compatible with neighboring historic properties.
- 3) **Standard:** Rooftop decks shall be set back from primary building façades.

3. Projections Into the Public Right-of-Way

a. **Intent:** Building elements that extend into the right-of-way should be designed to augment the pedestrian environment. Adequate separation should be provided between private residential spaces, such as balconies, and the public walkway, to make both the private and public spaces comfortable. Projections should not interfere with street amenities such as street trees or lighting.

- 1) **Standard:** In residential zoned areas, no portion of the building shall extend into the street right-of-way other than unroofed stairs, steps, and roof eaves.
- 2) **Standard:** In all DRAs, no portion of a building may extend into the street right-of-way other than:
 - i. Balconies that do not project more than 2’ into the right-of-way unless a fixed awning covers the entire space directly below the balcony. A balcony may not in any case project more than 4’ into the right-of-way.
 - ii. Bay windows and similar architectural features that project no more than 4’ into the right-of-way.
 - iii. Columns, cornices, trellises, eaves and similar minor and/or decorative features.
 - iv. Steps, stoops, and similar ground level features provided there is a minimum 12’ of horizontal clearance from the front of the feature to the outer edge of the curb.

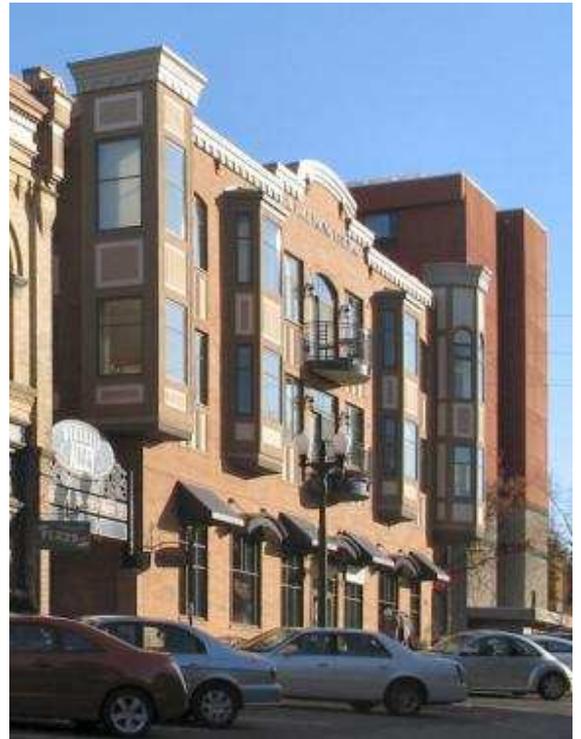


Figure xx. Bay windows, turrets, and balconies are encouraged and may extend into the right-of-way provided they enhance the pedestrian environment.

4. Awnings and Canopies

a. **Intent:** Awnings promote sidewalk activity and protect pedestrians from the weather. Both operable and fixed metal type awnings are appropriate, but regardless of type, an awning’s design should relate to the building’s architecture.



Figure xx. Fixed metal awning on Fairhaven Pharmacy.

- 1) **Standard:** Along Pedestrian-Oriented Commercial Streets (see **Figure xx** in *Chapter 3*), buildings shall provide pedestrian weather protection over at least a 4' width of sidewalk along at least 75% of the street level frontage. Adjustments to accommodate trees or other overhead objects are permitted.

- i. **Guideline:** Awnings should be located 8' to 12' above a walkway. A higher placement may be considered if the awning width is increased.

- 2) **Standard:** An awning or canopy shall be in scale with the building and streetscape.

- i. **Guideline:** Mount an awning or canopy to accentuate character-defining features. Locate so as to fit into existing building openings.

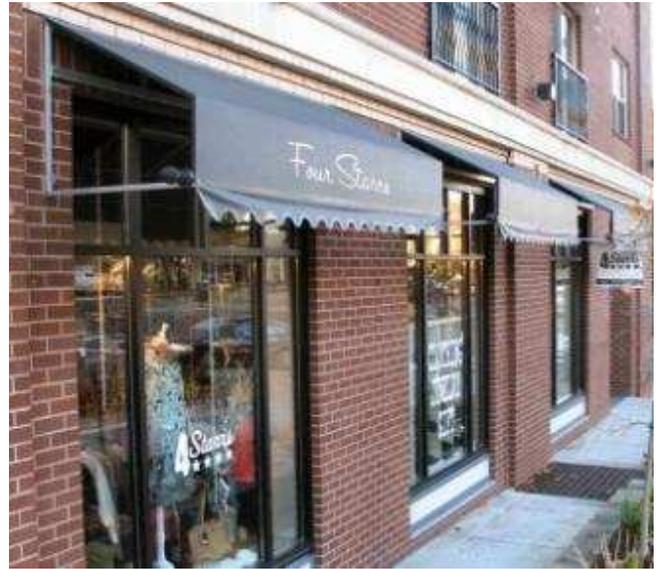


Figure xx. Example of a fabric awning that compliments the architecture of the building.

- 3) **Standard:** Oddly shaped, bullnose, curved, and bubble awnings are not permitted. Simple shed-shaped awnings are appropriate for most rectangular openings.

- i. **Guideline:** Awnings should not overwhelm the façade, and should be a subordinate feature.
- ii. **Guideline:** Appropriate supporting mechanisms for metal awnings include wall-mounted brackets and chains consistent with the style of the building.

- 4) **Standard:** In, abutting, and across the right-of-way from the HD DRA, awning materials shall be limited to metal or fabric.

- i. **Guideline:** Operable awnings are an energy efficient mechanism for managing interior light and air, and are encouraged.

- 5) **Standard:** Glass, plexiglass, or equivalent durable material may be used in those areas of the II, and MI DRAs, and those areas of the HI DRA not abutting or across the right-of-way from the HD DRA.

- 6) **Standard:** Non-opaque awning material illuminated in such a way as to cause the awning to glow is not permitted.

- ii. **Guideline:** Internal illumination of an awning is inappropriate, but light fixtures that shed light down onto walkways and features below the awning are encouraged.

5. Parking

- a. **Intent:** *Minimize the impact of both surface and structured parking on the pedestrian environment. On-site parking should be subordinate to all other uses. Design new surface facilities to be attractive through use of high quality building materials, and by providing active uses and/or landscaping at the sidewalk edge.*

- 1) **Standard:** Parking shall be internal to the building or parcel, with minimal exposure to the street or adjacent right-of-way. Choose one or more of the following options:
 - i. Screen existing parking areas with other uses, architectural elements and/or landscaping;
 - ii. Locate at grade, and screened with other uses;
 - iii. Locate at grade, and screened with architectural elements or landscaping; or
 - iv. Locate underground.
- 2) **Standard:** The parking lot driveway entrance does not need to be screened, but shall be designed to be as narrow as possible.
- 3) **Standard:** Locate a parking area at the rear or to the side of a site or building, or to the interior of the block. Do not place parking between a building and street, or at an intersection. This is especially important for corner properties, which are generally more visible than interior lots, may serve as landmarks, and provide a sense of enclosure to an intersection.

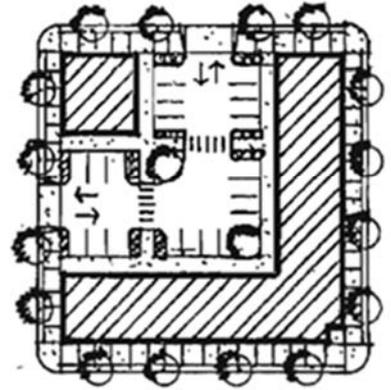


Figure xx: Parking area interior to site.

- i. **Guideline:** Minimize the parking lot entry where parking facilities interrupt the pattern of building facades on the street. Locate a surface lot so as to minimize gaps in the continuous building wall of a commercial block.
- ii. **Guideline:** Locate driveways for parking facilities to avoid high pedestrian traffic areas. Design parking entrances to maximize pedestrian safety by maintaining the sidewalk grade and edge, maximizing pedestrian visibility, and incorporating safety features such as signals, mirrors, and differentiated paving.
- iii. **Guideline:** Parking garage ventilation in the sidewalk is discouraged.

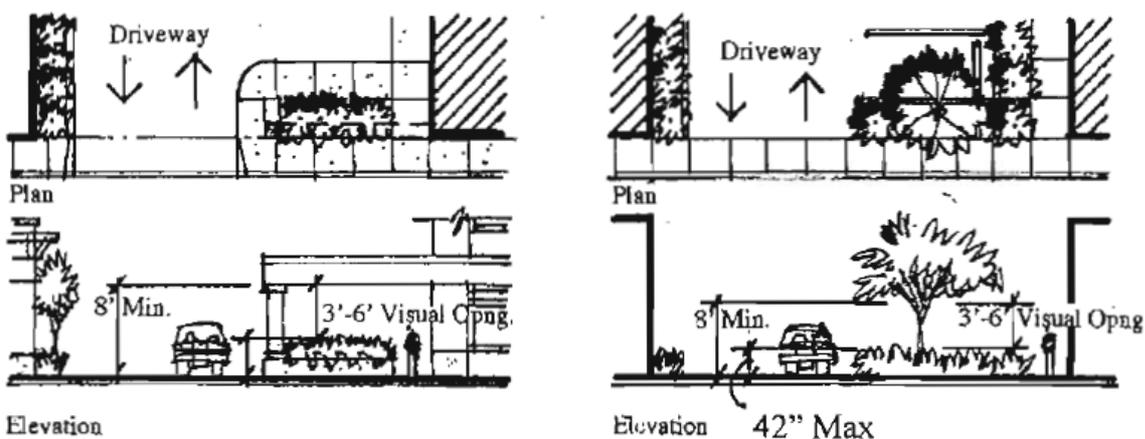


Figure xx: Screening surface parking.

- b. Intent:** Reduce the visual impacts of structured parking on public streets, public open spaces and residential zones.
 - 1) Standard:** Structured parking levels that are adjacent to a public street or open space, or a residential zone shall be screened or treated architecturally with landscaping design to screen the façade, decorative metal grills, and/or other approved methods that meet the intent.
- c. Intent:** Provide a visual buffer where a parking lot abuts a public sidewalk.
 - 1) Standard:** Provide a 2.5' to 3.5' wall or evergreen hedge along the rights-of-way of any street-level open parking lot. Open trellis work or similar features that can be seen through may extend above the wall. Materials shall be compatible with those of nearby buildings. Include street trees with canopies above pedestrian height. Planting beds shall be at least 5' wide.
 - 2) Standard:** Visually screen parking lots from abutting residential zoned areas. Provide wood or masonry fences to prevent headlights from shining into residences. Chain link fencing with slats is not an acceptable screen.
 - 3) Standard:** Parking lots abutting an alley shall have alley only access.
 - 4) Standard:** Structured parking levels that are in, abutting, or across the right-of-way from a public street, open space, residential zone, or HD DRA shall be screened or treated architecturally with window openings, landscaping designed to screen the facade, decorative grills, and/or other approved devices that meet the intent. They shall not be visible from Pedestrian-Oriented Commercial Streets (see **Figure xx**).
- d. Intent:** Provide well-lit and convenient pedestrian access to parking facilities.
 - 1) Standard:** Design a parking facility with clear, separate pedestrian routes to the outside.
 - i. Guideline:** Maintain strong emphasis on the pedestrian environment at pedestrian/bicycle crossings within and adjacent to parking lots.
 - ii. Guideline:** Where new or renovated parking facilities interrupt existing patterns of pedestrian circulation, provide safe pedestrian routes through the site.
 - iii. Guideline:** Plan interior and exterior lighting to assure user safety by following the Crime Prevention Through Environmental Design (CPTED) guidelines.

6. Site Lighting

The light level at the property line is a key design consideration and is affected by the number of fixtures, mounting height, and the lumens emitted per fixture. Screening and fixture design can be used to control light level effects.

- a. Intent:** Provide site lighting to increase safety, while shielding fixtures to minimize light spill onto nearby properties.
 - 1) Standard:** Light fixtures shall incorporate cut-off shields to direct light downward and prevent off-site glare.

- i. **Guideline:** Design lighting to minimize light spill-off to no more than 1.5 foot candles at the property line, unless the lighting falls on a sidewalk or other public area.
- 2) **Standard:** Provide lighting at a scale that is appropriate for pedestrians.
 - i. **Guideline:** Parking lot lights should generally be no more than 18' in height, and lower for pedestrian walkways.
 - ii. **Guideline:** Lighted bollards are encouraged for pedestrian walkways.
- 3) **Standard:** The design of light fixtures shall be in character with the setting and shall reference architectural and site design elements.
- 4) **Standard:** Gas and service station canopies: Lighting shall be recessed (including lenses) within the bottom of the gasoline pump island canopy(s). Lights that project below the canopy ceiling are prohibited.

7. Building Lighting

The character and level of lighting that is used on a building deserved special attention. Traditionally, exterior lights were simple in character and were used to highlight signs, entrances, and ground floor details. Most fixtures had incandescent lamps that cast a color similar to daylight, were relatively low intensity and were shielded with simple shades. The overall effect of modest and focused building light should be continued.

a. **Intent:** Use building lighting to accent building entrances and architectural details, and to illuminate sidewalks and signs.

- 1) **Standard:** Minimize the visual impacts of architectural lighting. Use shielded and focused light sources to prevent glare.
 - i. **Guideline:** Provide shielded and focused light sources that direct light downward.
 - ii. **Guideline:** Use lighting fixtures that are appropriate to the building and its surroundings in terms of style, scale and intensity of illumination.
 - iii. **Guideline:** Up-lighting should only be used where an architectural detail, such as an extended cornice or sill, will interrupt the lighting.
 - iv. **Guideline:** When installing architectural lighting on a historic building, existing documentation should be used as a basis for the new design. If no evidence exists, use a simplified design that relates to the building style.
- 2) **Standard:** Building lighting shall be installed so as to minimize damage to a building's original material, and should be reversible.
 - i. **Guideline:** Attach new lighting fixtures to mortar, rather than drilling through bricks on historic buildings.

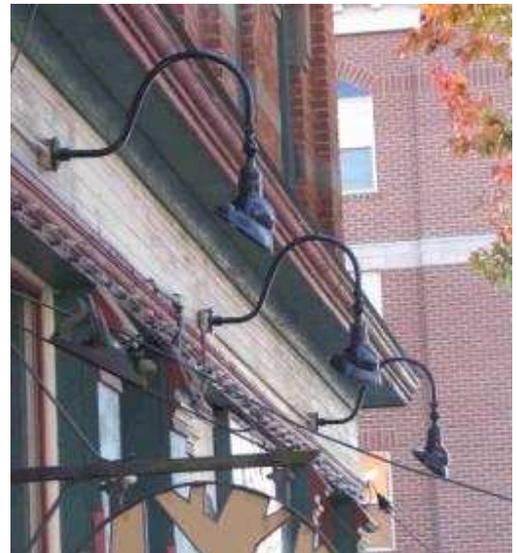


Figure xx. When installing architectural lighting on a historic building, existing documentation should be used as a basis for the new design. If no evidence exists, use a contemporary light fixture that references the building's style.

8. Mechanical and Electrical Equipment

- a. Intent:** *Mechanical and electrical equipment should not detract from the appearance of a building.*
- 1) Standard:** Mechanical and electrical equipment shall be screened from public view. Types of equipment that must be screened include junction boxes, external fire connections, telecommunication devices, cables, conduits, satellite dishes, HVAC equipment, meters, vault doors and covers, vents, and fans.
 - 2) Standard:** Large equipment such as window air-conditioning units or satellite dishes shall not be located on a primary façade, or within public view.
 - 3) Standard:** Low-profile or recessed mechanical units shall be used on rooftops, and shall not be visible from adjacent sidewalks.
 - 4) Standard:** Screen mechanical equipment by extending the parapet wall or other roof forms to a height that equals or exceeds the height of the mechanical equipment. This may be 3' tall on smaller buildings that do not have room to set units back from street view.
 - i. Guideline:** Minimize visual impacts of mechanical and electrical equipment by:
 - a)** Grouping and locating utility lines and junction boxes on secondary and tertiary walls;
 - b)** Painting elements to match the background building color; or
 - c)** Locating utility pedestals (ground mounted) at the rear or interior of the building, or along pedestrian walkways.

9. Service Areas

- a. Intent:** *Exterior storage, equipment, and service areas should be screened from view with a wall, fence, or landscaping. Screening design should complement the building character.*
- 1) Standard:** Service areas and ground-mounted mechanical equipment shall be enclosed or screened with a wall, fence, or planted screen. Screening design shall comply with Crime Prevention Through Environmental Design (CPTED) guidelines and be in character with the building and site it serves.
 - i. Guideline:** Refuse storage areas should have opaque or mostly opaque gates to diminish visual impacts of what lies within. Gates could be raised 1' or 2' from the ground to promote visibility.
 - ii. Guideline:** Locate service entrances, waste disposal areas and other similar uses toward service lanes and away from major streets, major pedestrian routes and residentially zoned areas. Pedestrian walkways may accommodate these uses.
 - iii. Guideline:** Minimize noise impacts by locating sources away from other uses.