

ATTACHMENT 1

Downtown Bellingham Plan Planning Commission - Summary of Proposed Changes May 1, 2014

Items with an () are changes initiated by staff.*

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The remaining changes are in response to public comment, as shown in the Board and Commission and Public Comment Trackers.

Additional staff edits of a non-substantive nature will be incorporated into the documents prior to consideration by City Council. These are to improve syntax, typographical errors, and image quality.

1. Downtown Bellingham Plan (Attachment D Of Ordinance)

Chapter 3: Development, Design and Sustainability

Revise **POLICY 3.11** to state “Encourage building owners to participate in energy efficiency retrofits and access incentive programs, such as the Community Energy Challenge, ~~to help subsidize these upgrades where appropriate. + and when the character of historic buildings won't be compromised~~”.

Add the following bullet point to the list of values associated with the preservation of historic resources on **page 14**: “Supporting goals for sustainability by conserving resources”.

Revise **GOAL 3.6** to state: “Downtown’s historic buildings are preserved to maintain a link with the past and contribute to the social, economic and environmental vitality of the City”.

Add a policy under **GOAL 3.6** that states: “Encourage the public and private sectors to identify possible intact archeological resources at project sites through survey work and contact with the State Department of Archeology and Historic Preservation”.

Revise **POLICY 3.17** to state: “The City should, whenever + feasible possible, uncover, preserve, salvage and restore historic landscape features such as rail tracks, brick streets, granite curbs, glass sidewalk prisms, and other ~~small-scale~~ features that tell the story of Downtown's layered history. If preservation is not possible, the City should photo document artifacts prior to removal”.

Revise **GOAL 3.7** to state: “Civic functions, cultural institutions and government services continue to be ~~New government facilities are located in~~ Downtown whenever possible”.

Chapter 4: Land Use Area Description

*Amend the Downtown Bellingham Plan, Chapter 4: Land Use Designations, to add Comprehensive Plan Land Use Designations following each of the land use area descriptions as follows:

- Commercial Core Land Use Designation: Commercial

- Commercial Transition Land Use Designation: Commercial
- Industrial Land Use Designation: Industrial
- Residential Transition Land Use Designation: Multifamily Residential, High Density

Chapter 5: Downtown Activities and Tourism

Revise **POLICY 5.16** to state: “Support efforts to develop a unified brand image and advertising campaigns, highlighting easy access, energetic atmosphere, unique history and strong local economy”.

Chapter 6: Parks, Open Space and Placemaking

Add language to the bottom of **page 32** that states: “In the future, Maritime Heritage Park will also serve as a key connector, via Central Avenue, to the large network of public parks, shoreline access, and trails associated with the Waterfront District”.

Revise “**Whatcom Creek Trail (West)**” **map on page 38** to show future connections to the Waterfront District. Add language after the first paragraph on page 38 to state: “The corridor is also an important ecological and recreational link to all three City Center Districts.”

Chapter 7: Transportation and Streetscape Design

Revise **GOAL 7.3** to state: “Downtown’s sidewalk and trail network safely accommodates pedestrians and bicyclists and provides linkages to regional trail systems”.

Add a policy under **Goal 7.3** to state: "Encourage a grade-separated multi-modal connection to the Waterfront".

Revise **POLICY 7.8** to state: “Establish shuttles or other transit modes to transport people between satellite parking areas and the Downtown core, ~~particularly for special events and the holiday season~~”.

Revise **POLICY 7.10** to state: “Allow and support parklets, bike corrals, temporary pedestrian zones, and other creative uses of the right-of-way in appropriate locations to activate the street and provide public space”.

Chapter 8: Parking

Revise **POLICY 8.5** to state: “Peripheral lots and parking structures should be primarily dedicated to employee, resident and other long-term parking uses and connect to the transit system. Continue to price parking lots lower than on-street parking to maximize this type of use”.

Revise **POLICY 8.10** to state: “Consider establishing a neighborhood parking benefit district(s) where net revenues from parking fees and fines are used to provide public improvements in the City Center Neighborhood.”

Revise **POLICY 8.15** to read: “Provide safe and secure public bicycle storage facilities and on-street bicycle racks to meet the increased demand at transit centers, as well as near parking garages, transit centers and public buildings”.

Revise the language regarding the Downtown Parking Study on **page 53** to read: ~~“See the 2013 Downtown Parking Study for additional recommendations.~~ Note: See the City Center Implementation Strategy for recommendations intended to address the parking goals and policies listed in this chapter”.

2. Downtown Development Regulations (Attachment V Of Ordinance)

+ Include 411 E Magnolia Street in the Commercial Transition zone (move from RT-2)

*Reduce useable and open space requirements in the RT-1 zones

This change is predicated on the desire to remove barriers to redevelopment. It has come to staff's attention based on conversations with potential developers that these provisions could limit development opportunities.

3. City Center Implementation Strategy (Exhibit E)

*+Add a short-term action under Section 5(a)(D) for a comprehensive update to the City Center Design Standards.

4. City Center Design Standards (Attachment U Of Ordinance)

Introduction, Chapter 1 and Chapter 2:

- +Introduction Chapter: Move Section C ("Intent of the Design Standards and Review Process") to the beginning of the chapter
- *Clarify that the same design standards apply to new construction AND renovation of buildings, *except* for buildings listed on the local historic register or contributing to a local historic district.
- *Clarify that buildings listed on the local historic register or contributing to a local historic district are reviewed under the provisions of BMC 17.90 (Historic Preservation Ordinance)
- *Clarify that the Building Rehabilitation Standards in Chapter 2 are optional, but recommended, for renovations to historic buildings *not* listed on the local historic register or identified as a contributing resource within a local historic district.
- Add language to Chapter 2 referencing the [Secretary of the Interior's Standards for Rehabilitation](#).
- *Amend the Pedestrian-Oriented Commercial Streets Map (Chapter 1(B)(5)) to align with the Pedestrian Weather Protection Required Map (Chapter 4(B)(1)), reducing the area requiring ground-floor commercial uses. Expand the area to include State Street.

Chapter 4:

Add language referencing Crime Prevention through Environmental Design (CPTED) principles as follows:

A. Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is based on the theory that proper design and the effective use of the built environment can lead to a reduction in the incidence and perception of crime and an improvement in the quality of life. If a project is designed with safety in mind, and operated using CPTED principles, the likelihood of undesirable behavior or property damage may be reduced.

The design standards in this Handbook are consistent with CPTED principles that encourage greater visibility (“eyes on the street”) and social interaction, and minimize the need for physical barriers that might negatively impact the livelihood of the street. CPTED review should be conducted on each project as necessary to identify techniques to guide the appropriate use of the space while complying with the intent of the Handbook. If the provisions of this Handbook conflict with CPTED principles, the provisions of this Handbook should apply.

1. Incorporate CPTED principles and techniques in project design and construction.
 - a. CPTED review and guidance from the Police Department is included in the Design Review evaluation process. CPTED principles and techniques suggested by the Police Department should be incorporated to the greatest extent possible.