ORDINANCE NO. 2012-08-041

AN ORDINANCE RELATED TO LAND USE PLANNING AND ZONING,
REPEALING THE FAIRHAVEN NEIGHBORHOOD PLAN AND REPLACING IT
WITH THE FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN;
AMENDING THE LAND USE DEVELOPMENT CODE (TITLE 20) AND THE
PROCEDURES AND ADMINISTRATION CODE (TITLE 21) FOR THE PURPOSE
OF ADOPTING THE FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE
PLAN AND ASSOCIATED DESIGN STANDARDS AND DEVELOPMENT
REGULATIONS.

WHEREAS, the Bellingham Comprehensive Plan directs that growth in Bellingham will be
accommodated primarily in compact “urban centers” (or “villages”) while preserving the
character of existing single-family neighborhoods (FLU-15); and

WHEREAS, the Comprehensive Plan directs that master plans be developed for each
proposed urban village (FLU-18); and

WHEREAS, urban villages are intended to provide a pleasant living, shopping and working
environment; pedestrian accessibility; adequate, well located open spaces; an attractive,
well-connected street system; and a balance of retail, office, residential, and public uses
(FLU-18); and

WHEREAS, the Comprehensive Plan identifies the Fairhaven District Urban Village as a Tier
1 urban village, recognizing that the area is already developed with a mix of commercial,
residential and industrial land uses and that the basic regulatory framework is already in
place to allow village concepts to continue to develop; and

WHEREAS, Infill Strategy 2 in the comprehensive plan identifies the City Center and
Fairhaven ahead of all other urban villages as “expected to accommodate significant
additional residential and mixed use development”; and

WHEREAS, the Fairhaven Neighborhood Association (Fairhaven Neighbors) in 2007
requested the City initiate a neighborhood plan update process for the 1980 Fairhaven
Neighborhood Plan; and

WHEREAS, in 2010 the City Council directed staff to move forward with a combined
neighborhood and urban village planning process; and

WHEREAS, the City Council, in docketing the plan for an update, recognized that the
existing neighborhood plan, zoning and development regulations in Fairhaven needed to be
reviewed and updated; and

City of Bellingham
City Attorney
210 Lottie Street
Bellingham, Washington 98225
360-778-8270
WHEREAS, a series of community workshops were held in 2011 to discuss the vision and goals for the future, transportation and parking issues, the natural environment, parks and recreation, and development character for the Fairhaven Urban Village; and

WHEREAS, Planning staff worked closely with neighborhood residents, business and property owners, and other stakeholders to identify issues of primary concern and attempted to obtain general consensus on these issues; and

WHEREAS, the public process and Council's direction culminated in a package that included the Fairhaven Neighborhood and Urban Village Plan, design standards and development regulations that were then reviewed by the stakeholders, Planning Commission and City Council; and

WHEREAS, on March 20, 2012, the City of Bellingham as lead agency under the procedures of the State Environmental Policy Act issued a Determination of Non-significance; and

WHEREAS, in accordance with the Growth Management Act, the State of Washington Commerce Department was notified on February 14, 2012 of the City's intent to adopt a comprehensive plan amendment and new development regulations for the Fairhaven District; and

WHEREAS, the Bellingham Planning Commission conducted a public hearing on April 19, 2012, on the package of amendments, with appropriate public notice provided, and held additional work sessions in April and May 2012.

WHEREAS, the Planning Commission adopted Findings of Fact, Conclusions and Recommendations on May 10, 2012; and

WHEREAS, the Bellingham City Council held a public hearing on June 4, 2012 and a series of work session thereafter to review of the recommendations of the Planning Commission; and

WHEREAS, the Bellingham City Council finds that the Fairhaven Neighborhood and Urban Village Plan satisfies the requirements for comprehensive plan amendments and rezones in BMC 20.20.040.A. and BMC 20.19.030.A., and the amendments are consistent with the State Growth Management Act, and will implement relevant goals and policies in the Bellingham Comprehensive Plan; and

WHEREAS, the City Council finds that the accompanying Land Use Development Code Amendments satisfy the requirements of BMC Chapter 20.22, and are consistent with the State Growth Management Act, and the Bellingham Comprehensive Plan; and

WHEREAS, the City Council agrees with, and hereby adopts the Findings and Conclusions of the Planning Commission.

City of Bellingham
City Attorney
210 Lottie Street
Bellingham, Washington 98225
360-778-8270
NOW THEREFORE, THE CITY OF BELLINGHAM DOES ORDAIN:

Section 1. The Fairhaven Neighborhood Plan is hereby repealed in its entirety and the Fairhaven Neighborhood and Urban Village Plan, as shown in Exhibit A, is hereby adopted in its place.

Section 2. The Fairhaven Neighborhood Plan Land Use Map is repealed and replaced with the map attached as Exhibit B.

Section 3. BMC 20.00.070 Fairhaven Neighborhood Table of Zoning Regulations is amended as shown on Exhibit C.

Section 4. BMC 20.00.070 Fairhaven Neighborhood Zoning Map is repealed and replaced with the map attached as Exhibit D.

Section 5. Bellingham Municipal Code 20.13.050 B. concerning Wireless Communication Facilities, is amended as follows:

20.13.050 - Priority Of Location And Prohibited Locations

In reviewing applications for new personal wireless communication facilities, preference shall be given to locations in the following order:

A. [No changes]

B. A new support structure should only be considered when the applicant demonstrates that it is necessary to provide acceptable service and there are no suitable and available locations on existing structures. Support structures are prohibited within (1) the Shoreline Management Act jurisdictional area, (2) sites in any general use type, other than Industrial, designated with a "historic" special condition in the neighborhood plan, (3) sites in any general use type, other than sites owned by the City of Bellingham, designated with a "view" special condition in the neighborhood plan and (4) sites in the Fairhaven Design Review District as identified in BMC 20.25, Figure 25-7. Sites that contain residential structures will have a lower priority than other sites in the same zone. In all cases, towers should not be visible from public recreational areas such as parks and trails. Locations for support structures are prioritized as follows:

1. Heavy Industrial zones located east of Interstate 5.

2. Clustering on existing tower sites when additional impacts will be negligible.

3. Industrial zones. In Industrial zones if the WCF will not have a negative impact on waterfront views and the area is not developed primarily for commercial uses. Generally these areas will be located east of Interstate 5.
4. Planned Commercial and Institutional zones. Public zones on sites already used for utility structures when the tower will not be visible from public recreational facilities.

5. Other commercial zones.

6. Residential and other public zones. Sites that are not used for residential purposes are preferred.

Section 6. Bellingham Municipal Code 20.13.160 D. concerning Wireless Communication Facilities, is amended as follows:

20.13.160 - General Criteria For Issuance Of Permits

A. through C. [No changes]

D. When antennas are proposed to be located within the Fairhaven Design Review District, as identified in BMC 20.25, Figure 25-7, they shall generally be considered to be "construction of a structure" or "exterior alteration of a building" and shall be subject to approval of a design review permit in the Historic District and Historic Influence Area of the district unless the Director determines the installation is not externally visible or is sufficiently incorporated in an authorized feature in such a way as to exempt it from the design review process.

[No further changes beyond this point]

Section 7. Bellingham Municipal Code Section 20.25.020 B. concerning Design Review is amended as follows:

20.25.020 - Applicability

The following areas and developments are subject to design review under this chapter. No building or sign permit shall be issued for projects regulated under this chapter until design review approval has been issued. The provisions of Chapter 20.14 regarding nonconformance establish which of the standards and criteria in this chapter apply to developed sites. In addition, some standards in this chapter specify the level of development that requires full compliance.

A. [No changes]

B. Development in the Fairhaven Design Review District. All development activities requiring a City permit within the Fairhaven Design Review District (Figure 25-7) shall obtain design review approval unless exempted by this subsection.

1. The following activities are exempt:
   a. Single family detached dwelling units,
   b. Interior work which does not alter the exterior of the structure,
c. Normal maintenance and repair,

d. Minor renovations, additions and alterations, including electrical and mechanical equipment and accessory buildings, which the Director determines do not affect the architectural character of the building and will have minimal detrimental impact on adjacent uses,

e. Signs,

f. Restoration of historic elements of a building as approved by the Director, and

g. Any activity requiring a Certificate of Alteration or Certificate of Demolition for any existing building, structure, or object on any property individually listed on the City of Bellingham's register of Historic Places, or listed on the Register as a contributing property to a historic district, shall be processed pursuant to BMC 17.90.060.

2. The following activities shall be reviewed either by staff or the Historic Preservation Commission as noted, unless exempted by B.1. above. The Commission shall provide a recommendation to the Director regarding a design review decision. The Director shall give substantial weight to the recommendation of the Commission.

a. Projects subject to review by the Historic Preservation Commission:

(1) Within the Historic District:

(a) Any construction of a new building or structure, and

(b) Any addition or exterior alteration to an existing building.

b. Projects subject to staff review and an “optional” review by the Historic Preservation Commission:

(1) Within the Historic, Industrial and Maritime Influence Areas:

(a) Any construction of a new building or structure, and

(b) Any addition or exterior alteration to an existing building.

(2) The Director may refer any project that is subject to staff review to the Commission for recommendation if staff has identified potential inconsistencies with the design standards.

[No further changes beyond this point]

Section 8. Bellingham Municipal Code Section 20.25.020 B. concerning Design Review is amended to add “Figure 25-7: Fairhaven Design Review District”, attached hereto as Exhibit E.
Section 9. Bellingham Municipal Code Section 20.25.040 B. concerning Design Review is amended as follows:

20.25.040 - Decision Criteria

A. [No changes]

B. For projects listed in Section 20.25.020 B., the Fairhaven Design Review District, the Director shall base his or her decision on consistency with the Fairhaven Design Standards as contained in Exhibit B. If the project is located in a Residential Transition Area, the standards of the Multi-Family Residential Design Handbook shall also apply. If there is any conflict between these standards, the Historic Preservation Commission and/or Director shall apply the standard that would result in the best design, based on the context of the area in which the project is located and the policies in the applicable neighborhood plan.

[No further changes beyond this point]

Section 10. Bellingham Municipal Code Section 20.25.040 B. concerning Design Review is amended to incorporate Exhibit B - Fairhaven Urban Village Design Standards, attached hereto as Exhibit F.


Section 12. Bellingham Municipal Code Section 20.37.020 concerning Urban Village is amended as follows:

20.37.020 Purpose and Intent

A. through D. [No changes]

E. The Fairhaven Urban Village qualifier is intended to implement the Fairhaven Neighborhood and Urban Village Plan which provides a policy framework for an approximately 190 acre area generally located north of Cowgill Avenue, west of 14th Street, south of Knox Avenue, and east of Bellingham Bay.

Section 13. Bellingham Municipal Code, Chapter 20.37 Urban Village is amended as shown in Exhibit G to add Fairhaven development regulations consisting of Sections 20.37.300 through 20.37.370.

Section 14. Bellingham Municipal Code Section 21.10.100 C. concerning Procedures and Administration is amended as follows:

21.10.100 - Type I Process: Minor Administrative Decisions

A. and B. [No Changes]
C. **Fairhaven Design Review.** Applications for projects in the Fairhaven Design Review District shall have an optional review and recommendation by the Historic Preservation Commission. The procedure in Section 21.10.110 D.4. shall be used to determine whether the Commission will review the application.

[No further changes beyond this point]

Section 15. Bellingham Municipal Code Section 21.10.110 D. concerning Procedures and Administration is amended as follows:

**21.10.110 - Type II Process: Administrative Decisions**

A. through C. [No Changes]

D. **Public Meeting.**

1. The Planning Commission Shoreline Committee shall hold a public meeting and make recommendations to the Director on shoreline permits.

2. An optional public meeting and review by the Planning Commission shall be available for planned development, general binding site plan and institutional site plan applications.

3. The Historic Preservation Commission shall hold a public meeting and make recommendations to the Director for projects requiring design approval in the Fairhaven Design Review District 'Historic District'. An optional public meeting and review by the Historic Preservation Commission shall be available for projects requiring design approval in other areas of the Fairhaven Design Review District.

4. If an application provides for an optional public meeting, staff shall send a notice of optional meeting together with the project plan to members of the applicable board or commission. The notice shall be sent no later than the date of the notice of application. For projects in the Fairhaven Design Review District Influence areas, only the Planning Director may require review by the Historic Preservation Commission. For all other applications that provide for an optional review meeting, the Planning Director or the board or commission chair may require a meeting of the board or commission for review and recommendation on the application if they believe the proposal is likely to raise substantial planning issues or is a matter of public interest. A decision to conduct a public meeting must be made within 10 days from the mailing of the notice of optional meeting. If a public meeting is required, the proposal shall be scheduled for a meeting date. The Board or Commission shall transmit its recommendations to the Planning Director following the public meeting.

5. If a public meeting has been required, notice of the meeting shall be mailed at least 10 days prior to the hearing in the same manner as provided in BMC 21.10.200.D and shall also be published in a newspaper of general circulation at least 10 days prior to the meeting date.
Section 16. The Council adopts the Findings of Fact, Conclusions and Recommendations of the Planning Commission dated May 10, 2012, attached as Exhibit H.

PASSED by the Council this 13th day of August, 2012

[Signature]
Council President

APPROVED by me this 16th day of August, 2012

[Signature]
Mayor

ATTEST:
[Signature]
Finance Director

APPROVED AS TO FORM:

[Signature]
Office of the City Attorney

Published: August 17, 2012
EXHIBIT A

FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN

City of Bellingham

Adopted August 13, 2012
Views of Fairhaven, 1896 - 1918

(1) View looking west down Harris Avenue from tower of Fairhaven Hotel, ca. 1918, J.W. Sandison, #3766
(2) View of Fairhaven from Deadman's Point in 1896 looking up Harris Avenue at approximately 4th or 5th Street, #2004.93.8
(3) View of Harris Bay from Great Northern Railroad Trestle, ca. 1913, J.W. Sandison

Photos Courtesy of the Whatcom Museum of History and Art
# Table of Contents

**INTRODUCTION** ........................................................................................................ 5  
- Purpose of the Plan ........................................................................................................ 5  
- Definition of Terms and Key Planning Goals .............................................................. 5  
- Relationship to the Comprehensive Plan ....................................................................... 6  
- Development/Redevelopment Potential ........................................................................ 7  
- The Planning Process ..................................................................................................... 8  
- Technical Studies and Data Collection .......................................................................... 9  
- Draft Plan Review Meetings ............................................................................................ 10  

**CHAPTER 1: BACKGROUND, DEVELOPMENT CHARACTER AND DESIGN** ............ 11  
- Background - Natural and Historic Context .................................................................. 11  
- The Area Today ............................................................................................................ 14  
- Development Character and Design ............................................................................. 14  
- Design Review District Goals and Policies .................................................................... 14  
- Historic Resource Goals and Policies .......................................................................... 15  
- Energy Efficiency and Design (LEED-ND) .................................................................... 17  

**CHAPTER 2: SUBAREA DESCRIPTIONS AND LAND USE** ........................................ 18  
- The Commercial Core .................................................................................................. 19  
- Industrial Areas ............................................................................................................ 20  
- Residential Areas ......................................................................................................... 23  
- Public Areas .................................................................................................................. 24  

**CHAPTER 3: PARKING** ............................................................................................... 26  
- Background .................................................................................................................. 26  
- Existing Parking Conditions ........................................................................................... 26  
- Parking Goals and Policies ............................................................................................. 27  
- Maintaining the Status Quo ............................................................................................ 27  
- Parking Management ..................................................................................................... 29  
- Future Parking Conditions ............................................................................................. 30  

**CHAPTER 4: NATURAL ENVIRONMENT, PARKS AND RECREATION** .................... 31  
- Natural Environment, Parks and Recreation Goals and Policies .................................. 31  
- Natural Areas and Open Space ....................................................................................... 32  
- Parks and Recreation Assets .......................................................................................... 33  

**CHAPTER 5: MULTIMODAL TRANSPORTATION & CIRCULATION** ....................... 36  
- Fairhaven Transportation Goals and Policies ............................................................... 36

*August 13, 2012*
Pedestrian and Bicycle Amenities ............................................................ 38
Fairhaven Neighborhood and Arterial Street Network .............................. 39
Analysis of Future Traffic Congestion ...................................................... 44
Multimodal Transportation Concurrency ................................................. 45
CHAPTER 6: CAPITAL FACILITIES .............................................................. 47
Capital Facility Goals and Policies ........................................................... 47
Water, Wastewater and Stormwater ....................................................... 47
Fairhaven Library ................................................................................... 48
Schools ................................................................................................... 48
Public Safety ........................................................................................... 49
APPENDIX ..................................................................................................... 50

REFERENCE MATERIALS

City of Bellingham Documents:
  • Bellingham Comprehensive Plan
  • Bellingham Comprehensive Water, Sewer and Stormwater Plans
  • Shoreline Master Program

Fairhaven Neighborhood and Urban Village Technical Studies:
  • Fairhaven Neighborhood and Urban Village Parking Plan – Transpo Group
  • Historic Resource Survey and Inventory Report – Artifacts Consulting, Inc.
  • Traffic Analysis – City of Bellingham
  • Leadership in Energy Efficiency and Design for Neighborhood Development (LEED-ND) Report
INTRODUCTION

Purpose of the Plan

Fairhaven is located at the south end of Bellingham and includes a thriving historic commercial district, pleasant residential areas, natural open spaces and a working waterfront. The 2012 Fairhaven Neighborhood and Urban Village Plan (FNUVP) represents the first major review and reconciliation of neighborhood priorities in Fairhaven since the 1980 neighborhood plan. The purpose of this plan is to identify goals and guiding policies that will help guide development in Fairhaven over the next 20 years.

This document provides a planning framework that supports the vision, goals and policies for Fairhaven. Because of the compact size and variety of uses in Fairhaven, this plan is different than other urban village plans as it encompasses an entire neighborhood and although it does not overlay any other adjacent neighborhoods, those residents consider Fairhaven to be their urban village as well. Rather than trying to create a new urban village where there wasn't one before, this plan seeks to maintain, clarify and improve Fairhaven as Bellingham's model urban village.

VISION FOR THE FUTURE: The Fairhaven Neighborhood seeks a balance of environmental stewardship, quality of life and economic well-being.

The challenge of creating the FNUVP is to address the diverse expectations of the property owners, merchants, and those that call Fairhaven home. In the process to develop the plan, City staff sought out all these groups in order to identify goals and policies intended to preserve the neighborhood as a prosperous, livable area with a unique character, while providing ongoing stewardship of its natural resources. This plan strives for balanced economic development that will maximize value for all of Fairhaven's citizens, as well as the broader neighborhoods this iconic urban village serves. Compatibility of design, economic vitality, and connections within Fairhaven, and with surrounding areas, were of paramount importance in developing the plan.

Specific implementing design standards (BMC 20.25) and development regulations (BMC 20.37) work in tandem with this document to implement the policies and vision.

Definition of Terms and Key Planning Goals

The following terms are used throughout this document and are defined as follows:

- **Background**
  - Relevant history and general information.

- **Goal**
  - A desired outcome that is envisioned, planned for and committed to.

- **Policy**
  - Steps that could be taken to achieve the goals.
These following goals form the basis of the FNUVP, and help provide an overall structure for the additional policies and recommendations:

1. Preserve and enhance Fairhaven's distinctive and historic character.
2. Fulfill Fairhaven's role as a model vibrant, successful urban village.
3. Protect, restore and preserve the existing natural areas in Fairhaven.
4. Maintain a healthy balance between residential, industrial, commercial and retail sectors.
5. Enhance infrastructure to encourage and support the pedestrian and bicycle-friendly atmosphere.
6. Address traffic, pedestrian safety and parking challenges.
7. Improve access to the waterfront.

**Relationship to the Comprehensive Plan**

All of Bellingham's Neighborhood and Urban Village Plans are part of the city-wide *Bellingham Comprehensive Plan*. Neighborhood and urban village plans must be consistent with, and implement, the overall goal and policy framework set in the comprehensive plan. At the same time, neighborhood and urban village plans convey important information about unique values and character, including specific visions and goals for the future. As part of the comprehensive plan, the FNUV Plan is implemented by development regulations such as the Land Use Critical Areas and Subdivision ordinances, and the Shoreline Master Program.

The *Bellingham Comprehensive Plan* identifies infill as the preferred method of accommodating anticipated population growth. It directs the creation of a series of urban centers as an important component of the infill strategy. An urban center (now known as an "urban village") is an area that:

- Contains a mix of commercial, residential, and service uses;
- Provides jobs, services and amenities within walking distance of area residents;
- Is designed for pedestrians, bikes and transit, as well as the automobile;
- Facilitates strong community connections and interaction by serving as a neighborhood focal point and providing active public spaces; and
- Promotes sustainability and quality design.

*Photo 1.2 Fairhaven streetscape looking west on Harris Avenue towards 10th Street.*

August 13, 2012
The Comprehensive Plan designates Fairhaven as a "District Urban Center", defined as an area designed and intended to serve the entire community while remaining accessible to those living or working nearby. In addition to Fairhaven, other examples of District Urban Centers include the Sunset Square and Barkley Village areas.

The Comprehensive Plan also identifies Fairhaven as a "Tier 1" urban village. This designation was intended to acknowledge that the area is already developed with a mix of commercial, residential and public uses typical of an urban village. The Tier 1 designation also recognizes that the regulatory framework is already in place to allow the village to continue to develop (i.e. appropriate zoning, design standards, and development regulations). This is in contrast to comprehensive plan's lower tier villages, where minor to extensive redevelopment, property assemblage and regulatory changes (rezones) are needed in order for a true, mixed use village to develop.

Development/Redevelopment Potential

Unlike the City's other recent urban village plans that attempt to create opportunities for future development, such as Old Town, Fountain District and Samish Way, Fairhaven contains a long-established development pattern and limited vacant or underdeveloped land. It is a model of a functioning urban village, as is demonstrated by its Gold rating under the Leadership in Energy and Environmental Design Neighborhood Design (LEED-ND) standards (see page 17).

The development potential in Fairhaven was reviewed by City staff in 2012. The land capacity model completed for the Fairhaven Commercial Core assumed future development will not differ greatly in form or intensity from recent development patterns. To establish an estimate for future growth, the most-recent 500,000 square feet of mixed-use construction was analyzed. Included in this total are Fairhaven Gardens, the Waldron/Young block, Harris Square, and the 1440 McKenzie block. These projects averaged 64 housing units and 21,000 square feet of commercial space per acre of land.

The analysis identified 3.4 acres of vacant land, 0.6 acres of partially vacant land, and 2.6 acres of potentially re-developable land, and concluded the following:

- The vacant 3.4 acres of land could support 218 new housing units and 71,000 square feet of commercial space.
- Partially developed 0.6 acres of land are restricted due to parcel configuration and adjacent uses. These areas could accommodate development at ½ the rate of vacant areas, or about 19 new housing units and 6,000 square feet of commercial space.
- Potentially re-developable land is characterized by converted single family homes, smaller single-story commercial buildings, and surface parking lots not dedicated to specific businesses. These potentially re-developable 2.6 acres could accommodate an additional 51 housing units, and 12,000 square feet of commercial space, assuming only about 1/3 of these parcels will develop in the planning period.
- The estimated redevelopment capacity for residential areas outside the core is 20 units.
- Adding the vacant, partially vacant, and potentially re-developable capacity together results in a total estimate of 308 new housing units (housing 529 people) and 89,000 square feet of commercial space within the planning period.
- Based on the existing average of 318 square feet per job, the 89,000 square feet of commercial space could accommodate up to 280 new jobs in the commercial core.
- The City's 2009 Employment Lands Report identified approximately 4 vacant acres in the industrial areas of Fairhaven. Assuming past development trends in industrial areas of the city
continue, future development in these areas could be expected to include an additional 175 jobs over the 20-year planning period.

The Fairhaven Urban Village is a compact, diverse, neighborhood with outstanding multi-modal connectivity providing easy access to arterials, services, and established park and trail systems. The dynamic business in the commercial district, as well as the bustling waterfront, are framed and buffered by lush riparian corridors, green hillsides, and the sweeping edge of Bellingham Bay.

The Planning Process

Many stakeholders contributed to the information gathering, analysis and writing that resulted in this 2012 update to the original 1980 Fairhaven Neighborhood Plan. They include residents and property owners, business owners, employers and employees, residents of adjacent neighborhoods, and many others who use and cherish Fairhaven.

Background – Proposals from Fairhaven Stakeholders

Following the 2006 Bellingham Planning Academy for Neighbors, the Fairhaven Neighbors Neighborhood Association led a planning process to generate a full-scale update of their neighborhood plan. Using surveys, committees, and open public meetings, the neighbors created a plan update that was submitted to the City in December of 2007. A fundamental difference of opinion between the residential neighbors and the property and business owners regarding the future vision for the area was identified during this process. As a result of this difference of opinion, the City did not begin processing the neighborhood plan update proposal until City Council directed staff to move forward on the plan in mid-2010. The public was invited to attend two staff-led listening sessions in December of 2010.

Also in December of 2010, a group of property and business owners filed an application requesting the City conduct a full urban village planning process for Fairhaven in 2011. City Council directed staff to reorganize the project into one phase that included both a neighborhood plan update and an urban village planning process. The Council also reviewed a very specific scope of work and timeline for project. This scope was followed throughout the planning process.

Council’s direction culminated in a City-led effort to bring the stakeholders together, find common ground, utilize professional expertise and technical studies, and formulate a complete package that included the Fairhaven Neighborhood and Urban Village Plan, and implementing development regulations and design standards.

Public Meeting Series

Five public meetings were held in May and June of 2011 to lay the foundation for the planning process, focusing on the following:

Meeting #1: Introduction, Character & Boundaries
Meeting #2: Natural Environment, Parks & Recreation
Meeting #3: Fairhaven Design Review District and Historic Resources
Meeting #4: Public Realm - Transportation & Streetscapes
Meeting #5: Development Character - Height, Design, Views and Uses

Each session was well attended and included neighbors, business owners, property owners, developers, nonprofit organizations, elected officials and other interested parties. The sessions typically included staff presentations, assignments that required stakeholder involvement and input, and the coalescing of public
input in open group discussion. All materials and feedback were posted on the project website at www.cob.org/fairhaven.

Some topics, as expected, garnered more input than others. A Public Input Report consolidated all the input and was distributed to every attendee and posted on the project website. The input was carefully analyzed by staff and provided to consultants working on Fairhaven-related technical studies.

The public input gleaned from the meetings helped staff clarify the key principles and values for Fairhaven stakeholders, and helped inform for the overall planning effort.

**Fairhaven Key Planning Principles and Values**

**Strengths and opportunities to support and maintain:**

- Authentic, 100+ year history of commercial, residential and industrial uses
- Vibrant business core and regional visitor destination
- Multi-modal transportation center (bus, train, ferry, automobile, bike, foot)
- Historic character, buildings and design
- Waterfront location, views and natural environment
- Potential improved waterfront access and moorage

**Issues to address:**

- Current and future parking limitations
- Limited direct access to the waterfront
- Lack of building height limits in certain areas
- Increasing traffic and urban village "sprawl" into adjacent residential areas
- Unclear and confusing development rules and design guidance for new development
- Lack of historic preservation rules

**Technical Studies and Data Collection**

Following the public meeting series, the City conducted several technical studies and hired experts to help collect data and formulate recommendations to inform the planning effort. These included the following, all of which were available on the City’s website:

- Fairhaven Neighborhood and Urban Village Parking Plan, October 2011 – Transpo Group
- 3-D Height and View modeling, Spring-Fall 2011 - City of Bellingham
- Whatcom County Council of Governments Traffic Analysis and Multimodal Level-of-Service modeling, October 2011 – City of Bellingham
- Pedestrian and bicycle counts, September 2011 – City of Bellingham
- Leadership in Energy Efficiency and Design for Neighborhood Development (LEED-ND) Report - City of Bellingham

Data and recommendations gleaned from these studies helped direct and inform the content of this plan and the regulations to implement the plan.

*August 13, 2012*
Draft Plan Review Meetings

On November 16, 2011, Staff and project consultants presented the results of the technical studies, data collection and draft plan proposals in a public meeting with 46 attendees. Staff answered questions and solicited feedback, and conducted follow up meetings on specific topics to gain further insight and factual background information. Staff used this input to complete and issue a preliminary draft of the Fairhaven Neighborhood and Urban Village Plan, development regulations and Fairhaven Neighborhood and Urban Village Design Standards on December 21, 2011.

Extensive public input was received on the draft documents, all of which was posted on the project website, and reviewed for inclusion in the plan by the project team.

The Historic Preservation Commission, the Transportation Commission and the Mayor’s Neighborhood Advisory Commission all reviewed and provided input on the draft planning documents. A staff-led public input session was held on February 16, 2012 to provide additional opportunities for stakeholder input, and initial drafts of the plan, design standards and development regulations were released on March 20, 2012 to the Planning Commission, stakeholders and the public.

Planning Commission held a public hearing on April 19, 2012, and following a series of work sessions forwarded their findings and recommendations to the City Council. The Council held a public hearing on June 4, and the Council Planning Committee met in a series of work sessions throughout June. The Fairhaven Neighborhood and Urban Village Plan, design standards and development regulations were adopted on August 13, 2012 and the documents went into effect on August 28, 2012.
CHAPTER 1: BACKGROUND, DEVELOPMENT CHARACTER AND DESIGN

Background - Natural and Historic Context

The Neighborhood of Fairhaven started as Bellingham Bay's second city, a town in its own right separate from the first settlement at Whatcom and fiercely independent until consolidation into the City of Bellingham in 1903-04. From both a historical and physical perspective, Fairhaven reflects a "town within a city" character providing the City of Bellingham with a distinct sense of place for the South Side.

Fairhaven's origins and early attraction can be traced to the fresh running water of Padden Creek and a fishing camp at its mouth referred to by the Lummi people as Seeseelichem. The creek empties into an estuary, which today is piped through a culvert under Harris Avenue near 8th and flows into Harris Bay, providing drinking water on a wind protected, deep water moorage for the first European sailors to visit Bellingham Bay in the 18th Century. West of the mouth of Padden Creek, the land rose to a small hill at the southernmost edge of Bellingham Bay once known as Poe's Point, and originally known as "Dead Man's Point."

The name Fairhaven was attached to the first street plan and plat filed on a donation land claim held by a colorful early settler, Daniel Jefferson Harris. The "Town of Fairhaven on Harris Bay" plat was filed on January 2, 1883 and it was laid out with a seaport function in mind. The basic grid street pattern ran the town's main street, modestly named Harris, parallel to the shoreline and then configured perpendicular numbered streets beginning at Poe's Point up from a series of docks along the waterfront. In time, the highland at Poe's Point, which had served as the county's cemetery since 1862, was leveled to create room for railroad tracks and to extend the shipyard.

A railroad era land boom began in the 1880's and continued through the early 1890's as the town began to take on a permanent architectural form morphing from wood frame structures to refined Victorian era brick commercial buildings. While overwater industries and shipping docks lined the small bay, the hillside intersection of 12th and Harris became the center of the commercial district. Near where the streetcars from Whatcom connected with the waterfront traffic from Fairhaven, a towering Queen Anne style hotel named for the town was completed in 1890. The Fairhaven Hotel seemed to crown the red brick town that rolled up the southwest shoulder of Sehome Hill from Harris Bay, announcing the preeminence of Fairhaven to passengers arriving by ship and by train.

Photo 1-1: The iconic Fairhaven Hotel, 1890. Source: Special Collections, University of Washington Libraries.

August 13, 2012
The development of Fairhaven was directed in large part by the Fairhaven Land Company owned by Nelson Bennett, (who sold out to Charles X. Larrabee in 1891), an engineer and contractor closely connected with the transcontinental railroads that were reaching Puget Sound from the Great Lakes at the end of the 19th century. Like Tacoma, Port Townsend and the Pioneer Square area of Seattle, Fairhaven was envisioned as a future seaport metropolis where shipping trade, banking, and sophisticated travelers would be concentrated. A serious worldwide economic collapse in 1893 brought the hopes to an end and left behind a legacy of well constructed but overestimated buildings and infrastructure. The earliest authentic layer of Fairhaven's built environment dates to this period and comprises many of the contributing resources in the Fairhaven National Register Historic District (NR 1977).

Buildings from this period are constructed on city lots 100 feet deep with frontage divided into 25 foot units. The largest of the masonry buildings were constructed on 100 x 100 footprints. The exterior walls were based on granite or sandstone foundations with unreinforced brick walls reaching up to five or six stories. Due to the weight of the masonry and the need to widen the walls at the base as the height grows, few builders were willing to concede high rent ground floor area for hard to reach rooms five flights of stairs up. The height of buildings in Fairhaven's historic district is also attributable to the construction boom and the need for adjacent owners to agree on the engineering of party walls and window access to fresh air and the remarkable view to the bay. The interior structure of the buildings is uniformly Douglas Fir heavy timber post and beam with milled wood joists and floors. Lath and plaster were typically used for finished walls and ceilings. The radiator heat was from coal and wood fueled boilers and lights were gas.

Fairhaven's waterfront proved to be its most important asset during the first decades of the 20th Century as the Pacific American Fisheries Company (PAF) emerged as a giant in the canned salmon industry. Headquartered in Fairhaven, its builders Roland Onffroy and E. B. Deming built a sprawling salmon cannery on pilings just to the west of the Padden Creek estuary, perhaps the largest in the world at the time. Along with warehouses, office buildings, a China House for workers and mechanical shops, the complex consumed most of the waterfront and was later expanded to include a massive shipbuilding operation at Deadman's Point (Poe's Point). Box and can manufacturers ("Tin Can Rock" is a memorial), machinery maintenance shops and port facilities filled in the remainder of the shoreline repeating an architectural language that used low pitched gable roofs over timber framed structures with vertical planked siding and industrial scaled double hung windows.

Fairhaven and most of Bellingham's south side settled into a somewhat self-contained district with handmade, wood frame residential neighborhoods like Happy Valley and South Hill growing around the waterfront workplaces on Harris Bay. The commercial district west of the Fairhaven Hotel provided localized neighborhood goods and services while downtown Bellingham grew with new institutional buildings, financial and corporate offices, theaters, and entertainment. During the first half of the 20th century, Bellingham saw taller larger steel and concrete frame buildings rise in the downtown while Fairhaven continued to be identified by two, three and four story unreinforced masonry buildings dating from the 19th century. By the 1930's even the grand Fairhaven Hotel had been stripped of its lofty tower and conformed to a four story height.

As the automobile began to replace the streetcars and railroads, Pacific Highway (99) was improved along Chuckanut Drive in 1921 making Fairhaven a gateway into Bellingham from the south. Instead of serving as a dead end streetcar loop on the south side, 12th Street became a state highway and a windfall for the merchants in Fairhaven. Gas stations and tourist related businesses appeared among the
Victorian buildings and the main course of activity and traffic patterns shifted from east to west on Harris to north south on 11th and 12th, although most jobs remained on the waterfront. The density of historic commercial and industrial buildings in Fairhaven was notably diminished by the mid 1930’s due to the neglect of wood frame structures, fires and replacement as PAF expanded and modernized their operations. The brick building at 4th and Harris marks this era, being built in 1935 to replace the PAF’s main office building that was lost to fire.

Fairhaven’s shipyards and industries were active during World War II but in the years that followed both the commercial and industrial areas began to decline. As jobs faded so too did the condition of the surrounding houses and residential areas. Refrigeration and the depletion of salmon on Puget Sound led to the sale of PAF property to the Port of Bellingham as the company focused more on its Alaska operations. Many of the warehouses and industrial buildings between Harris Avenue and the shoreline were removed without replacement as the cannery complex disappeared along with its related enterprises.

The loss of waterfront jobs and activity affected many storefront businesses and the age and obsolescence of the buildings eroded property values along with the civic perception of Fairhaven. In 1953 the Fairhaven Hotel was lost for good to a fire and plans began to reroute the interstate highway inland, bypassing Fairhaven entirely. Many of the remaining commercial buildings became vacant and the number of operating merchants fell to a new low with the only survivors being basic services like a pharmacy, grocery, newsstand, taverns, and a few shops.

In the late 1960’s Fairhaven became a center for the counterculture during the Vietnam War era, with coffee shops, bars, and restaurants such as Toad Hall in the basement of Nelson Block, which was linked to the Underground Railroad for young men evading the military draft by slipping over the border into Canada. Artists and cooperatively-owned businesses joined bookstores, local restaurants, bars and art house theatres in reanimating Fairhaven.

In the early 1970’s Ken Imus began to purchase and improve several of the important historic buildings and empty lots in Fairhaven. Imus also collected architectural fragments, building details and salvaged building materials from other locals, which he incorporated into the rehabilitation and in some cases elaboration of his properties. In 1977 the Fairhaven Historic District was formally listed on the National Register of Historic Places. Over the next two decades Fairhaven enjoyed a rebirth as storefronts and upper floors became occupied, owners invested in structural and tenant improvements and the surrounding residential areas regained value.

Beginning in 1995 and through 2006, Fairhaven saw a period of new construction within and immediately outside the historic district. The new construction generally reflected the historic forms, scale and exterior materials that define the district. The density and compact character that Fairhaven’s commercial center exhibited during its most active historic period is being revisited today.

August 13, 2012
The Area Today

While Fairhaven is today one of Bellingham's smaller neighborhoods, it is also one of its most diverse. It is a complete, functioning urban village with a commercial core, mixed use residential development, nearby single-family residential, marine industrial waterfront, ferry, bus and train terminals, and intact historic buildings housing a thriving shopping and tourist district.

According to the 2010 Census, the Fairhaven Neighborhood had 577 housing units and a population of approximately 880. (For perspective, total city population in 2010 was 80,885. Total housing was 36,757 units) Census data also shows that there were about 1,800 jobs in the neighborhood in 2010. (Total citywide jobs was 47,616.) Clearly, the urban village relies greatly on the entire city (and region) for its success.

Fairhaven is endowed with a unique sense of place derived from its waterfront location offering spectacular views of and access to wooded areas and the shoreline of Bellingham Bay, and a built environment with a turn-of-the-20th century character, offering a warm texture and intimate scale. Building height limits were reviewed in 2012 during the drafting of this plan. The height limits established in the Fairhaven section of the City's Land Use Code reflect the community's commitment to encouraging new development to be appropriately scaled, creating an attractive, pedestrian environment, and preserving views of the Bay, especially views from public areas.

Perhaps more than any other neighborhood in the City, it is a town within a city, with residential, commercial, and industrial properties in close proximity. A combination of traditional residential, more urban residential, commercial and industrial areas makes this a full-spectrum neighborhood. Carefully planned growth is essential to maintaining the quality of life in these varied areas.

Development Character and Design

Design is a powerful tool that can enhance neighborhood character, create safe places for pedestrians, and draw people and activity to a place. The Fairhaven Neighborhood strongly supports building and site design that complements and enhances the surrounding neighborhood areas, especially in regard to building height, bulk, and appearance.

Design Review District Goals and Policies

Goal 1.1 Preserve and enhance Fairhaven's distinctive and historic character.

Goal 1.2 Fulfill Fairhaven's role as a model vibrant, successful urban village.

Policy 1.1 Use the Fairhaven Urban Village Design Standards to:
- Provide a streamlined, predictable review and permitting process;
- Create an attractive, pedestrian-friendly environment;
- Promote historic preservation and compatible new development;
- Protect the investment and achievements of current property owners;
- Maintain the distinct, attractive character and appeal of the District; and
- Encourage well-designed new construction that respects the scale of existing buildings.

Policy 1.2 In order to maintain the pedestrian-friendly streetscape, parking should not be permitted between the building and the street.

August 13, 2012
**Policy 1.3** Key streets should be identified within the Commercial Core where commercial uses should be required at the street front to enhance the pedestrian orientation and activate the street. See the map in BMC 20.37 showing the designated commercial streets.

**Historic Resource Goals and Policies**

**Goal 1.3:** The character of the neighborhood will be preserved and enhanced, and the historic integrity of contributing buildings in the Fairhaven Historic District area will be maintained, and in some cases, restored.

**Policy 1.4** Historically significant buildings should be preserved and restored.

**Policy 1.5** Existing historic buildings should be registered with the Local, State and/or National Historic Registers, and a Local Historic District designation should be pursued in addition to the current National Historic District designation.

**Policy 1.6** If preservation is not feasible, historic buildings should be relocated rather than demolished.

**Policy 1.7** If demolition of any building or historic artifact cannot be avoided, documentation of the historic building or artifact should be undertaken by a professional preservationist.

New buildings are anticipated in Fairhaven as investment in the area continues. The standards and guidelines that are contained in the Fairhaven Design Standards are intended to help new development and alterations to existing buildings result in a compatible sense of scale and an enhanced pedestrian-oriented environment. In addition, the intent is that development draw upon the building traditions of Fairhaven as inspiration for new, creative design, while contributing to an overall sense of continuity throughout all four Design Review Areas.

The Fairhaven Design Review District includes four Design Review Areas (DRA). Specific policies exist for each area and are located in the Fairhaven Design Standards along with an official map of the Design Review District. Boundaries for each area were based on the underlying land use, zoning, and character of existing buildings. The intent of creating four separate DRAs is to give property owners, developers, and residents direction for designing new buildings that are compatible with neighboring buildings, which is referred to as "context." See the Fairhaven Design Standards (BMC 20.25) for complete information.
BMC 20.25 Fairhaven Urban Village Design Standards (CLICK HERE to view) contains the design standards applicable to new development and redevelopment.

BMC 20.37. Fairhaven Urban Village Development Regulations (CLICK HERE to view) outlines the allowed uses and other requirements for development.

The four Design Review Areas shown on Map 1 include:

1. **Historic District DRA**
   The Historic District DRA has many historic buildings that are valued by the community and should be preserved. The guidelines provide direction on how to preserve, restore, repair and reconstruct these buildings.

2. **Historic Influence DRA**
   This DRA has an eclectic collection of new, recently built, and potentially eligible historic buildings. The guidelines for this area provide guidance for designing compatible new construction and adaptively reusing existing buildings.

3. **Industrial Influence DRA**
   The Industrial Influence DRA includes a significant amount of industrial development and vacant/underdeveloped land west of Padden Creek. It is guided by standards that apply almost exclusively to non-industrial construction. The focus in this DRA is to provide a positive pedestrian experience along Harris Avenue.

4. **Maritime Influence DRA**
   The Maritime Influence DRA includes a significant amount of maritime-based industrial development and the Alaska Ferry Terminal. It is guided by standards that apply almost exclusively to non-industrial construction. The primary focus in this DRA is on providing a positive pedestrian experience.
**Energy Efficiency and Design (LEED-ND)**

Bellingham’s Comprehensive Plan encourages “the use of [LEED-ND] or equivalent system, as a tool to measure the long term sustainability of proposed master plans.” (Framework Land Use Policy FLU-18)

The Leadership in Energy Efficiency and Design for Neighborhood Development (LEED-ND) rating system was developed by the U.S. Green Building Council and its partners to integrate principles of efficient land use, multi-modal transportation options, creating places for people, and limiting environmental degradation. The resulting standard creates a tool by which to measure a project’s level of sustainability. The Fairhaven Neighborhood and Urban Village is estimated to achieve a GOLD Level score (60 points) under the three focus areas of the LEED-ND framework:

1. **Smart Location and Linkage: 12 of 27 points** - The Fairhaven Commercial Core complies with all prerequisites for this category, and scores high due to the site being previously developed, having an existing mix of housing and jobs and established transit and bicycle infrastructure. More frequent transit service (especially on weekends) would improve the score, along with identifying possible opportunities for habitat restoration.

2. **Neighborhood Pattern and Design: 37 of 44 points** - The project receives high points for pedestrian-oriented design considerations, bicycle and other recreational infrastructure and a highly compact and well-connected grid of streets and trails. The existing mix of residential units (including a 100-unit affordable housing development) and wide variety of jobs and services also contribute to points in this category. A few additional points could be earned by increasing the residential and commercial densities.

3. **Green Infrastructure and Buildings: 11 of 29 points** - Many of the points in this section are achievable due to the existing WA state energy codes and city policies that encourage green building techniques. Additionally, the designated historic district and neighborhood character encourages and provides incentives for the reuse of existing buildings. More points could be scored in this section with the addition of green building incentives.
CHAPTER 2: SUBAREA DESCRIPTIONS AND LAND USE

The Fairhaven Neighborhood and Urban Village Map (below) delineates the boundaries of each of the subareas described in this chapter. The subareas include a Commercial Core (CC), four Residential Transition (RT) areas, three Public (P) areas, and three Industrial (I) areas.

FAIRHAVEN URBAN VILLAGE
Boundary & Land Use Areas

The Fairhaven Comprehensive Plan Land Use Map (CLICK HERE to view).

The zoning for these areas is contained in the Land Use Development Ordinance (Title 20). Readers should refer to that code for allowed uses, development regulations such as building height limits, parking requirements, etc. Title 20 also has the architectural and site design standards applicable to the various areas in the Fairhaven Neighborhood and Urban Village.

General Fairhaven Neighborhood and Urban Village Land Use Goals

Goal 2.1 Fulfill Fairhaven’s role as a model vibrant, successful urban village.

Goal 2.2 Maintain a healthy balance between residential, industrial, commercial and retail sectors.

Goal 2.3 Promote practical, predictable and equal application of this plan and the related design standards and development regulations to encourage the continued success of businesses in Fairhaven.

August 13, 2012
Goal 2.4  Preserve existing jobs and promote development of new jobs by maintaining and expanding infrastructure (such as streets, utilities, parking and pedestrian and bicycle amenities), as needed and as financial resources allow.

The Commercial Core (CC)

The "Commercial Core" is the center of the Fairhaven business district. It is identified in the Bellingham Comprehensive Plan as a "District Urban Village". These urban villages are intended to be developed to a size and scale that can serve the entire community while remaining accessible to those living or working nearby.

The Commercial Core includes the Historic District, the adjacent commercial areas, the Fairhaven Village Green, the Fairhaven Library, and Chuckanut Square (a public housing facility), as well as various other mixed-use buildings. The Historic District is the heart of the Commercial Core, and contains the greatest concentration of historically significant properties, as well as vibrant commercial businesses. Historic design standards and guidelines apply in the commercial core area.

The new housing constructed in recent years has created a strong residential component, with a focus on easy pedestrian and bicycle access to services and amenities, and a more urban, relaxed lifestyle.

A successful grocery store is a vital component of the Fairhaven Urban Village and the surrounding neighborhoods. The existing Fairhaven Market is appropriately located within the Commercial Core planning area. Future expansion or redevelopment of the current grocery store site may need to occur in order to ensure continued economic viability. Such expansion could involve the vacation of a portion of the 13th Street right-of-way and a possible rezone of property fronting 14th Street. Successful urban grocery stores can be designed in a variety of ways, and options such as a multi-level store or rebuilding the store in a mixed-use building should also be explored. Any expansion to the east should provide appropriate transitions between commercial and residential zones.

Generally, design review approval is required before a new building can be built or significant changes made to an existing building. Refer to the Fairhaven Design Standards in BMC 20.25 for specific information on the Fairhaven design review process.

Commercial Core Land Use Policies

Policy 2.1  Employ mixed-use designs to infill vacant and/or underdeveloped parcels in the Commercial Core.

Policy 2.2  Support the efforts of the Old Fairhaven Association to formulate and implement an ongoing, comprehensive marketing program for Fairhaven.

Policy 2.3  Continue to support and attract unique, innovative businesses that complement the context, character and values of Fairhaven, while providing basic needs (such as employment, food, clothing, hardware, personal services, etc.).

Policy 2.4  A successful grocery store is a vital component of the Fairhaven Urban Village and the surrounding neighborhoods. Future expansion or redevelopment of the current grocery store site may need to be explored in order to ensure the continued economic viability.

August 13, 2012
Policy 2.5 Encourage and support continuation of the farmer's market at the Fairhaven Village Green.

Policy 2.6 Building height limits should reflect the "district urban village" designation, the natural topography (especially at the terminus of Finnegan Way), the scale of existing historic buildings, the interface between the Commercial Core and adjacent residential areas, and the goal of preserving views of the bay from public spaces.

Although few developable lots remain in Fairhaven, there are several parcels at key locations within the Commercial Core. Future development on these lots will be guided by the design standards and development regulations (BMC 20.37) to ensure compatibility with the character of the Historic District and the Commercial Core.

The established Commercial Core development pattern may extend to the areas south of McKenzie Avenue to Padden Creek, where redevelopment and infill opportunities exist. Padden Creek will be protected under the Critical Areas Ordinance as redevelopment occurs. The creek also provides a natural buffer for the residential areas to the south. Maintaining and improving pedestrian access to and from the business district and nearby elementary and middle schools is important for Fairhaven as well as adjacent neighborhoods that use Fairhaven as their neighborhood center. See Chapter 5 for more information on pedestrian amenities.

The Commercial Core is given an "urban village" land use designation, reflecting its current and future use.

**AREA CC LAND USE DESIGNATION: Urban Village**

**Industrial Areas**

Areas I-1 and I-2 are industrial-zoned properties situated around Fairhaven Harbor and the Padden Creek Estuary. They are owned and/or managed by the Port of Bellingham. In 2012, these areas have a wide variety of waterfront industries and form a significant employment component of Fairhaven. The Port has adopted a Fairhaven Comprehensive Scheme of Harbor Improvements that details future plans for these areas. Primary goals for the area are job retention, economic development, stormwater management, preservation of marine habitats, and public access to the waterfront.

Area I-3 is one of the few remaining large undeveloped areas in the Fairhaven Neighborhood.

In the 2012 update to the Fairhaven Neighborhood Plan, the four industrially designated areas were consolidated into three areas. Allowed uses remain largely the same as under the previous zoning.
The following policy statements and the land use designations in these areas are consistent with the City’s comprehensive plan goal to preserve the “working waterfront” areas of the community while also providing opportunities for public access to the waterfront.

**Industrial Land Use Goals and Policies**

**Goal 2.5** Preserve the “working waterfront” industrial areas of Fairhaven (especially in Area I-1) to promote economic activity and job creation.

**Policy 2.7** Allow some limited mixed use development in Area I-2.

**Policy 2.8** New development in Area I-3 should be compatible with the character of the surrounding industrial areas. Some mixed-use commercial and office uses that would be compatible with light industrial uses should be allowed.

**Policy 2.9** Encourage the Port of Bellingham to maintain and enhance suitable public moorage and boat launching access to Bellingham Bay.

**Policy 2.10** Pursue opportunities for habitat enhancements on the east side of Padden Creek Estuary in Area I-2.

**Policy 2.11** Improve pedestrian access to the waterfront by using the existing railroad crossing on the west side of Padden Creek Estuary that connects with the Community Boat Launch.

**Policy 2.12** The distinction between the uplands and the tideland areas should be maintained and enhanced to foster the experience of moving between the two levels and to maintain visual connection to and from the Bay. New construction should follow the slope of the land.

**Policy 2.13** Views along the Mill and Harris Avenue rights-of-way extending from the Commercial Core to the water should be preserved. Building height limits in the industrial zones (except in I-1) should implement this policy.

**Policy 2.14** In the future, the additional Port-owned industrial property located to the north of Area I-2 in the South Hill Neighborhood should be considered for inclusion into Area I-2.

**Policy 2.15** The residential area to the south of Area I-3 should remain separated and protected by a landscaped buffer with pedestrian/bicycle circulation on the undeveloped Larrabee Avenue right-of-way. A Greenways Trail has been constructed in the Larrabee right-of-way between 4th Street and 8th Street. The Larrabee right-of-way should not be vacated or altered from its current state.

**Policy 2.16** New construction along Harris Avenue should integrate with and reflect the design elements of the Commercial Core, and incorporate pedestrian accessibility.

**Policy 2.17** Provisions for improved pedestrian access to Area I-3, both within the site and along 4th Street, 6th Street, the extended McKenzie Avenue and Harris Avenue crossing the railroad tracks should be included in any redevelopment. Street standards for improvements to Harris Avenue should apply as detailed in Chapter 5, and steps to minimize the impacts of additional traffic in adjacent residential areas should be implemented.

**AREA INDUSTRIAL-1 (Area I-1)**

This area, northwest of the Burlington Northern railroad tracks and fronting Bellingham Bay on the north and Marine Park on the south, consists of marine industrial uses including the Bellingham Cruise Terminal, the Fairhaven Shipyard, a dry dock, a Shipyard Fabrication Building, Arrowac Fisheries, and PO Warehouse #4, Bellingham Bay Community Boating Center, and a public boat launch. The area should remain reserved for marine-related industrial uses, taking advantage of the deep water port, with special regulations added to the zoning for the area to address pedestrian access and design review. All uses within the 200’ shoreline jurisdiction are subject to the Shoreline Master Program. Retail uses and...
offices are allowed in this area, but only in support of water-related and water dependent uses as described in the development regulations (BMC 20.37).

AREA I-1 LAND USE DESIGNATION: Industrial

AREA INDUSTRIAL-2 (Area I-2)
This area is located north of Harris Avenue and east of the Padden Creek Estuary. It includes the Fairhaven Marine Industrial Park. Because of its location, the area has the potential to play an important role in future improved connections between the Fairhaven Commercial Core and the waterfront. However, in the near term the area is home to valuable industrial and manufacturing jobs, and is important to the larger community's economic development.

Some commercial development was allowed under the pre-2012 zoning for this area. Retail uses and offices are allowed in I-2, but only in support of water-related and water dependent uses as described in the development regulations (BMC 20.37). All uses within the 200' shoreline jurisdiction are subject to the Shoreline Master Program.

AREA INDUSTRIAL-3 (Area I-3)
This area is bound by Harris Avenue, the railroad, Post Point Wastewater Treatment Plant, Larrabee Avenue, and the Padden Creek Estuary. It is largely undeveloped, except for the portion north of Harris Avenue that includes Bellingham's multi-modal Transportation Center (Fairhaven Station), serviced by Amtrak train, Greyhound Bus Lines, and Whatcom Transportation Authority. Public boat launch parking is provided on the western side of the lagoon. A Port-owned strip of land east of 4th Street provides long-term parking for the Bellingham Cruise Terminal and Fairhaven Station.

This is a transitional area between the residential area to the south and the industrial/waterfront areas to the north and west. Pedestrian facilities along Harris Avenue will provide a safe and attractive connection between Marine Park, Fairhaven Station, Padden Estuary, and the Commercial Core. This area has one of the few remaining large undeveloped areas in Fairhaven, therefore open space or other public amenities should be required with new development.

The expansion of Fairhaven as an urban village suggests some mixed use development is appropriate in this area, as recommended by the Waterfront Futures Group. At this time this area is not designated for residential development. However, a mix of light industrial, commercial, offices, retail and perhaps a limited amount of residences may be appropriate in a future development. Warehousing functions and assembly type manufacturing operations, which do not create a high risk of fire, explosion, noise, etc, and high-tech businesses are appropriate for this area.

The portion west of 4th Street includes a mix of marine and light industrial uses. The existing buildings have a historical industrial flavor that balances the more commercial development in the uphill areas of Fairhaven. This location is ideal for redevelopment, as evidenced by the 2011 remodel and reuse of a large industrial building. The area south of McKenzie Avenue has been purchased by the City for future expansion of the Post Point Wastewater Treatment Plant.

The Critical Areas Ordinance will determine buffers and protection for Padden Creek south of McKenzie Avenue where at some point the tidal influence of the estuary ends. Stormwater issues will also be
addressed by City codes with any new development. All uses within the 200’ shoreline jurisdiction in Area I-3 are subject to the Shoreline Master Program.

AREA I-3: LAND USE DESIGNATION: Light Industrial and Commercial

Residential Land Use Goals and Policies

The residential areas located in the southern and eastern portions of the neighborhood are well established. They include a mix of single and multifamily housing that reflects the pre-2012 zoning of the areas. There are four separate areas, designated “Residential Transition” or RT zones.

Goal 2.6 Encourage a balanced mix of housing in the neighborhood that reflects a broad range of income levels and maintains a demographic base needed to support nearby neighborhood K-8 schools.

Policy 2.18 Encourage innovative “Infill Toolkit” housing forms in the residential parts of the neighborhood.

Policy 2.19 Participate in affordable housing projects to ensure the broadest spectrum of housing options in the neighborhood, e.g., Kulshan CLT projects.

Policy 2.20 Encourage new residential development in the neighborhood to include an element of affordable housing.

Policy 2.21 Area RT-3 should remain a single-family zoned area, maintaining the separation from commercial/industrial areas to the north.

Policy 2.22 A mixture of residential and small-scale office use as well as select commercial uses are appropriate for Area RT-4. Adaptive reuse of historic homes is encouraged. Parking lots should be located adjacent to the alley and/or sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway.

RESIDENTIAL TRANSITION 1 (Area RT-1)
This area is adjacent to the Commercial Core area. It is primarily developed as a single-family residential area that is zoned for multifamily development. Small lot sizes and high levels of owner-occupancy make it unlikely to redevelop with dense multi-family buildings in the near future.

AREA RT-1 LAND USE DESIGNATION: Multifamily Residential, High Density

RESIDENTIAL TRANSITION 2 (Area RT-2)
This area is bordered by Donovan and Larrabee Avenues on the north and south, and Padden Creek and 4th Street to the west and east. It is designated as for multifamily residential development and is a high density transition area between the more mixed development to the north and the single residential areas to the south.

AREA RT-2 LAND USE DESIGNATION: Multifamily Residential, High density

Photo 2.6 Existing Detached ADU on Donovan Avenue.

Photo 2.7 Multi-family residences along Donovan Avenue.

August 13, 2012
RESIDENTIAL TRANSITION 3 (Area RT-3)
RT-3, often referred to as "Old Fairhaven", is an eclectic single-family area located between Donovan and Cowgill Avenues and between 4th and 10th Streets, with an extension in the southeast corner to 12th Street. This area is characterized by a quiet setting with natural landscaping, and a mix of housing styles that includes turn of the century housing, with various subsequent styles sprinkled throughout.

The architecture is varied both in age and style. This diversity is important in maintaining the tradition and neighborly character of the area. At the same time, some common elements should be supported: preservation of older homes; large, uniform setbacks; limited impermeable surfaces; open spaces around homes; and parking behind houses and along alleys. Gardens, green front yards, and narrow streets have created a friendly, semi-rural feel. Pedestrian use of streets and trails link neighbors to each other and to surrounding areas. Sidewalks are not warranted nor desired by current residents. The area has some open lots and opportunities for redevelopment. Accessory dwelling units and carriage houses are appropriate options for this area in accordance with adopted development and design regulations for each.

AREA RT-3 LAND USE DESIGNATION: Single Family Residential, Medium Density

RESIDENTIAL TRANSITION 4 (Area RT-4)
This multi-residential area between Padden Creek and Larrabee Avenue is the gateway to Fairhaven from I-5 and is a likely area for increased infill and redevelopment. As a result, it is designated for multifamily residential and some small scale commercial uses.

A limited range of commercial uses are appropriate in this area as a mixed use. Adaptive reuse of historic homes is encouraged. The size of individual commercial uses should be limited on the ground floor to maintain the small scale character of the area. Parking lots should be located adjacent to the alley and/or interior sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway.

AREA RT-4 LAND USE DESIGNATION: Multifamily Residential, High Density

Public Areas Goals and Policies
The areas of the Fairhaven Neighborhood designated "Public" include Marine Park, the City's Post Point wastewater treatment plant, and the area around Padden Creek and the Padden Creek Estuary.

Goal 2.7 Provide a high quality, diversified parks, recreation and open space system that provides for all age and interest groups.

Policy 2.23 Improvements to the natural shoreline in Marine Park and the pavilion should be maintained. Safe public access to this area should be maintained and improved.

August 13, 2012
Policy 2.24 Stormwater management and habitat restoration efforts should continue in Area P-2. The continued use as an off-leash dog park is subject to environmental stewardship of the Post Point Heron Colony and shoreline restoration efforts.

Policy 2.25 The Post Point heron colony site should remain fenced off and be continually monitored to ensure the health of the rookery.

Policy 2.26 Protection for Padden Creek should continue under the Critical Areas Ordinance. This environmentally sensitive area and salmon habitat should continue to be promoted and protected. Public access should be maintained where such access does not damage the health of the creek.

Policy 2.27 Residents and city staff should continue to work closely to restore the Padden Creek shoreline in order to protect its fish and wildlife.

PUBLIC 1 (Area P-1)
This 2.3-acre parcel at the foot of Harris Avenue known as Marine Park is owned and managed by the Port of Bellingham. The site is developed as a beachfront park with a picnic shelter and restroom building, paved trails, benches and picnic tables, landscaping, parking, and 750 lineal feet of shoreline along Bellingham Bay.

AREA P-1 LAND USE DESIGNATION: Public

PUBLIC 2 (Area P-2)
This area is west of the 4th Street bluff and south of the Burlington Northern Railroad tracks, bordering the Edgemoor Neighborhood to the south, and includes Bellingham's Post Point Wastewater Treatment Plant. The area is currently home to a heron rookery and an off-leash dog park.

AREA P-2 LAND USE DESIGNATION: Public

PUBLIC 3 (P-3)
This area is approximately 12.8 acres, and includes lower Padden Creek and the Padden Creek Estuary. The property in this area is entirely owned by the City of Bellingham and is adjacent to areas zoned for industrial, commercial, and residential uses. The area includes trails that connect to the South Bay and Interurban Trails. This area could be expanded across Harris Avenue around Padden Estuary to a size that matches the buffer set forth in the Shoreline Master Program, which governs all uses within the 200' shoreline of the estuary located from Harris Avenue to McKenzie Avenue at 8th Street. Upstream daylighting of Padden Creek will make this area an even more important salmon habitat in the future.

AREA P-3 LAND USE DESIGNATION: Public

August 13, 2012
CHAPTER 3: PARKING

Background

Parking in dense, older commercial districts is challenging for many communities, and Fairhaven is no exception. Especially on small (25 - 50' wide by 100' deep) lots, it is difficult to provide both parking and commercial development. In 1994 the City approved the formation of the Fairhaven Parking District, helping to spur the most significant changes in Fairhaven since the railroad speculation of the 1880’s. Within the District, the city waived parking requirements for new development except residential of greater than 2,500 square feet/unit density. Developers were also allowed to count on-street parking spaces to meet their on-site parking requirements. Since its inception, 32 new buildings have been constructed, there has been adaptive reuse of many of the historic buildings and the District paid for the construction of approximately 100 off-site parking spaces. A second Parking District was later approved for the SW corner of 10th and Harris. This small-scale District does not allow any use that would increase parking demand, which is very different than the larger Fairhaven Parking District.

The advantage of waiving parking requirements is that it facilitates construction on many small lots that could not realistically host both buildings and parking. That activity has spread; development pressure has increased leading to additional development outside of the Parking District.

In 2011 as part of the urban village master planning process, a study was completed by the Transpo Group. The study analyzed the existing conditions, forecasted future demand, and provided a series of potential strategies that could be used to address future parking demand and supply issues in Fairhaven.

Existing Parking Conditions

Supply. The Transpo study found that there are approximately 1,000 on-street parking spaces and approximately 730 off-street parking spaces within the study area. Additional private spaces exist in underground garages, and were not included in this study.

Demand/Utilization. Parking utilization in the area studied by Transpo is not at capacity as the utilization overall is less than 85 percent. However, the Commercial Core is at capacity with utilization consistently between 94 and 97 percent throughout the day. On-street parking two to three blocks from the core has excess capacity, utilized at 50 to 60 percent while off-street utilization is 30 to 50 percent.

Parking Management. There is currently no charge for on- or off-street parking. Time-limited parking requirements are also not used.

Duration of Stay. The study found that most vehicles stay less than one to two hours in both on- and off-street parking.

August 13, 2012
**Parking Goals and Policies**

**Goal 3.1** Address traffic, pedestrian safety and parking challenges.

The following policies, drawn from the Comprehensive Plan, apply to Fairhaven and other urban villages:

**Policy 3.1** Address the needs for future parking supply improvements and demand management through creation of a "Fairhaven Parking Task Force". The task force could be staffed by the City's Public Works Department and include representatives from the Transportation Commission, the Old Fairhaven Association, the Fairhaven Village Association and Fairhaven Neighbors. The task force should be charged with developing a unified parking plan, implementing strategies and funding alternatives for consideration by the Transportation Commission and City Council. The task force's work should be completed within two years of the date of adoption of this plan.

**Policy 3.2** Encourage development in Fairhaven by reducing parking requirements, thereby reducing the cost burden that parking places on new development.

**Policy 3.3** Consider reductions in required parking standards for purposes of:
- Achieving a compact urban form that is attractive, inviting and walkable.
- Furthering City infill and affordable housing goals and policies.
- Encouraging use of transit and other transportation alternatives.
- Reducing impacts on the environment.
- Encouraging the redesign of existing auto oriented strip commercial development.

**Policy 3.4** Consider counting on-street parking toward meeting commercial use parking requirements where appropriate.

**Policy 3.5** On-street parking should be primarily dedicated to serving the short term parking needs of street level retail and service customers. Peripheral lots and parking structures should be primarily dedicated to employee, resident, and other long term parking uses.

**Policy 3.6** Encourage the "unbundling" (separate pricing) of parking spaces associated with residential development in Urban Villages to promote reduction in ownership of multiple automobiles.

**Policy 3.7** Encourage the provision of car-sharing with new residential development to reduce the residential parking demand.

**Policy 3.8** Establish parking reduction allowances for residential units and within ¼ mile of the WTA Primary Transit Network that require each unit to receive WTA bus passes in perpetuity.

**Policy 3.9** Encourage the use of common parking facilities among compatible, adjacent land uses where feasible, i.e. shared parking.

**Maintaining the Status Quo**

Currently the parking in Fairhaven works adequately although there are increasing reports of employees and/or residents occupying on-street spaces long-term, limiting access to on-street parking for customers. Though frequently discussed, time-limited parking is not currently an option. Monitoring time-limited parking is highly staff intensive and generates correspondingly high staff costs but no revenue to cover the expenditure of resources. Current parking conditions could be improved and the status quo extended if the following optional measures were adopted:

Photo 3.1 Parking along Mill Avenue.

August 13, 2012
By the City:

- Provide incentives for developers to create infrastructure supportive of alternatives by granting parking reductions only in exchange for alternative amenities, i.e., bus passes, secured bicycle parking, pedestrian improvements, etc.
- Create bicycle parking requirements for all new development. Require changing and locker facilities for larger, mixed use developments.
- Charge developers fees in-lieu-of creating required parking spaces. Reserve funds to improve alternative infrastructure or increase shared parking supply.
- Designate pedestrian zones and assign transit priorities to curb space throughout the neighborhood.
- Prioritize and improve bicycle infrastructure throughout the neighborhood including installing on-street bike "corrals" in close proximity to bike routes.*
- Protect remaining on-street parking spaces. Evaluate development plans and reject those that limit or reduce existing on-street parking by installing driveways, fire hydrants or other items that reduce on-street parking.
- Adopt a "zero sum" approach that requires that the existing area parking inventory be maintained. If a new development would reduce the number of spaces available, those spaces must be replaced so the total number of spaces available is not further reduced by the development.
- Require developers to "unbundle" parking spaces from developments. Do not provide parking spaces in conjunction with any retail or residential unit so that users must pay directly for the parking spaces they use.
- Establish new residential parking permit zones to limit spillover into adjacent neighborhoods.*

By the business associations or owners:

- Create a transit information hub in the neighborhood.
- Expand participation in the "Smart Trips" program.
- Prioritize and upgrade pedestrian and bicycle and motorcycle infrastructure so there is room for these alternatives to replace some vehicle trips.*
- Require employers/property owners to subsidize provision of free transit passes for employees/residents.
- Consolidate area residents/employees and negotiate reduced rate bus passes through WTA.
- Provide a cash subsidy to area employees that choose not to drive.*
- Provide late shuttle or taxi service to support off-shift employees.*
- Identify and acquire fringe-area parking to support area employees and other long-term parkers.*
- Identify opportunities for and create shared parking assets throughout the neighborhood.
- Create and maintain area-wide transportation and parking information, i.e. brochures, posters, and web information. Create corresponding directional signs.*
- Establish car-share for area residents – require developers to subsidize membership.*
- Work with the City to evaluate the feasibility of improving/increasing on-street parking, such as:
  - Add curb stops on Mill St. east of 12th
  - Create angled parking on 13th Street between Harris and McKenzie to angled
  - Create angled parking on Larrabee between 10th and 12th
  - Create angled parking on 11th south of McKenzie

*Photo 3.2 Parking Improvements on McKenzie Avenue between 11th and 12th Streets.
Two things should be noted: First, no strategy will support the status quo indefinitely unless development ceases - an unlikely scenario. There are already discussions about development of the one of the last remaining surface parking areas in the neighborhood, the “pit.” As consumer confidence increases, more development will follow further reducing parking options. Full saturation will be reached and by that time, all options will have been precluded as there will be neither available land or funding to address the situation.

Second, implementing several of the options listed above (shown with an asterisk *) will require funding, funding that does not exist under current conditions and cannot equitably be redirected from downtown, where the City instituted parking management strategies decades ago. As parking in Fairhaven currently generates no revenue, and there is no other funding mechanism in place. Resources currently do not exist to monitor the parking situation as the neighborhood develops, or for capital improvement projects such as improving pedestrian and bicycle infrastructure, or to purchase land and develop structured parking.

Parking Management

Parking is an essential element of a transportation program; wherever a vehicle travels there must be storage for it on the other end. Thirty-five percent of American households have three or more vehicles and a typical vehicle is parked 23 hours of each day. Indeed, many of the aspects of the landscape that are largely reviled, such as shopping centers and strip malls, exist in part because of past parking policies - policies that we now realize are unsustainable.

“Parking management” simply means instituting policies and programs that result in more efficient use of parking resources. Especially where resources are scarce and demand exceeds supply, an effective parking management program can reduce parking demand by 20 - 40%. Parking management strategies can also help achieve a community’s transportation goals by providing motorists with economic incentives for choosing other options to single occupant vehicle (SOV) travel. At the same time, these strategies can provide funding to improve conditions such as pedestrian and bicycle facilities, and resources to expand parking capacity.

Parking Pricing

Parking pricing means that motorists pay directly for the parking spaces they require. Parking pricing has been shown to be successful in other areas in achieving several goals:

- **Manage demand** – pricing parking reduces demand. Adjusting price levels, with the highest rates charged for the most convenient short-term parking, moves long-term parkers to other, less expensive areas or to less costly alternatives to driving.

- **Facilitate turnover** – assigning a cost to parking reduces and in many cases eliminates the problem of residents or employees occupying a parking space all day - spaces that might otherwise have hosted customers.

- **Provide funding** – revenue from paid parking can be used to improve streetscapes, increase security, enhance pedestrian or bicycle infrastructure or resources can be banked to increase parking capacity (develop structured parking) in the future.

- **Facilitate enforcement** – paid parking provides resources for enforcement officers with the means to efficiently enforce area-wide parking restrictions using methods that are not easily subverted by motorists.

Photo 3.3  The ‘Pit’ parking lot at 11th and Mill
• **Provide occupancy data** — modern parking management equipment tracks and reports occupancy data without the need to periodically launch expensive “studies” to gather information.

• **Provide consistent city-wide development guidelines** — parking policy is an integral part of a community-wide transportation policy and should not advantage one developer over another anymore than it should advantage one neighborhood over another. An effective transportation system does not change the rules when crossing imaginary neighborhood boundaries or census tracts. Supporting a system that provides confusion for both developers and motorists, unfairly advantages one area over another and can lead to conflict between neighborhoods.

• **Support equity** — providing parking comes at a cost that has historically been buried or “bundled” into construction costs or rents. Often governments subsidize the cost of parking so it is spread among all the members of the community — even those that do not drive.

There is already a need to implement parking management, including parking pricing, in Fairhaven. Indeed, demand studies already show activity levels far above those that exist in many areas downtown where management policies are already in place. Establishing paid parking would allow the City to maximize the use of existing parking spaces, fund increased enforcement, accurately gauge demand for market rate parking and generate funding for the range of management options listed above.

Effective parking management is an active strategy that reacts and adjusts to changing market conditions. Implementing management strategies may have ripple effects in the neighborhood that will require monitoring and evaluation to ensure that the proper balance has been achieved once conditions normalize. Additional development will also have impacts that will need to be monitored. Setting arbitrary thresholds or timelines does not provide the flexibility needed to customize the management approach to changing neighborhood conditions.

**Future Parking Conditions**

**Demand.** Future parking demand is anticipated to be approximately 2,300 to 2,800 vehicles depending on the strategy for accommodating resident parking and without the implementation of parking management strategies.

**Escalating pressure.** Additional development will undoubtedly exacerbate pressure on the existing parking supply including:

- Loss of on-street parking due to future roadway improvements.
- Displacement of off-street parking with future development (e.g., development of “The Pit” on the NW corner of 11th and Mill and/or the old Fairhaven Hotel site at 12th and Harris).
- Occupancy of 85 percent or more means it becomes increasingly difficult to find a space, cruising increases and congestion often overflows into residential neighborhoods.
- Residents and employees occupy on-street spaces intended to serve customer needs.
- Potential modifications to existing Fairhaven and Tenth Street Parking Districts and/or additional development that does not require parking (e.g., historical buildings)

**Projected parking deficit.** The current supply is approximately 1,700 parking spaces, a deficit of up to 1,100 parking spaces and that figure may be understated. Without implementing parking management strategies in the near term, funding for additional parking will not be available and future parking demand will not be accommodated.
CHAPTER 4: NATURAL ENVIRONMENT, PARKS AND RECREATION

The Fairhaven neighborhood and Urban Village has a valued mixture of parks, natural areas, open spaces and shorelines, including maritime shorelines and enhanced natural estuaries.

Natural Environment, Parks and Recreation Goals and Policies

**Goal 4.1** Protect, restore and preserve the existing natural areas in Fairhaven.

**Goal 4.2** Improve access to the waterfront.

**Goal 4.3** Preservation of open space corridors stretching from creeks to lakes is of paramount importance.

**Policy 4.1** A dedicated riparian area along each side of Padden Creek should be planted with native vegetation to create a protective and continuous wildlife corridor, filter stormwater, keep the water cool enough to salmon to survive, and protect foraging and nesting heron and other wildlife species. Culverts at Harris Ave., McKenzie Ave., and 10th and Donovan Ave., should be removed to aid in fish passage.

**Policy 4.2** The City and the Port should move forward with Padden Creek Estuary projects identified in the Shoreline Master Program including removing development from the riparian area upon redevelopment, eliminating contaminated runoff from the boat yard, and establishing and enforcing the maintenance of native plant buffers. Great care needs be taken to limit access in order to protect sensitive wildlife habitat. A self-guided public education signage program should be created, along with carefully marked trails located to protect the estuary and wildlife habitat areas.

**Policy 4.3** The Fairhaven Community Garden should be preserved and maintained as community garden space.

**Policy 4.4** Preserve and expand the existing boat launch area for small boats, and work with the Port of Bellingham to improve the facility for short-term visitor moorage.

**Policy 4.5** Improve pedestrian access between the boat launch facility and the Commercial Core along the west side of the Padden Creek Estuary.

**Policy 4.6** Maintain public access to the water with small boat rental and storage facilities.

**Policy 4.7** Encourage the City and the Port to work together to build the South Bay Trail Overlook in the right-of-way west of 10th Street.

**Policy 4.8** New development is encouraged to incorporate existing mature vegetation and additional trees and native vegetation.

Photo 4.1 Post Point Lagoon.

August 13, 2012
Natural Areas and Open Space

As is well evidenced by the quality and quantity of parks within the City of Bellingham, the citizens take great pride in, and place a great importance on enjoying, retaining, and maintaining their parks and open space system.

Goals in Bellingham's Comprehensive Plan specifically note the importance of retaining the community's unique natural features and public open spaces by creating greenbelts and preserving wooded areas in and around the City.

Surveys conducted by the Parks Department and the Fairhaven Neighbors Neighborhood Association indicate that most residents believe in the need to protect important environmental areas of the City, including additional sites along Bellingham Bay and Padden Creek. A large majority also want the City to acquire and develop more access sites along the shorelines, and develop an extended system of beach walks and over-water promenades and boardwalks along the waterfront. In Fairhaven, residents said they wanted improved and direct access from the Village Green to the bay, as recommended by Waterfront Futures Group.

A. PADDEN CREEK AND LOWER PADDEN CREEK TRAIL CORRIDOR

Padden Creek is one of five streams that flow through the City of Bellingham. Running for 2.7 miles, it drains from Lake Padden and travels west into Bellingham Bay. The area within Fairhaven is 15.5 acres and includes a popular stretch of the Interurban Trail connecting to Fairhaven Park, lower Padden Trail, Padden Creek marsh, and a natural buffer and trail corridor between 4th and 8th Streets along the Larrabee Avenue right-of-way. The trail is a well-used and maintained pedestrian route connecting residents of lower Fairhaven to the larger Interurban and South Bay Trail system, as well as the Fairhaven commercial areas. The natural area is frequented by various wildlife, and the creek meanders through the ravine relatively undisturbed.

B. PADDEN CREEK RIPARIAN AREA

Wooded and vegetated riparian areas occur where creeks transition between saltwater and freshwater upland habitat zones. The habitat area and wildlife corridor along both sides of Padden Creek connects, with some intermittent breaks, the saltwater shoreline to the highest point in the watershed. The Critical Areas Ordinance regulates development within this area.

Herons from the Post Point heron colony forage along the intertidal shoreline at Post Point, Post Point Lagoon, Padden Creek Estuary and other marine shoreline areas.

C. ESTUARINE HABITAT - PADDEN CREEK ESTUARY AND SHORELINE RIPARIAN AREA

Estuaries are bodies of water that are freely connected with the open sea and within which saltwater mixes with freshwater. Estuaries create transitions among marine, freshwater, and terrestrial environments that support rich and diverse variety of wildlife species. Estuaries are typically shallower with warmer water temperatures than marine habitat zones. Padden Creek Estuary is a semi-enclosed "pocket estuary" of the much larger Puget Sound Estuary.

The Padden Creek estuary, located south of Harris Avenue as far south as McKenzie Avenue, and north of Harris between 6th and 8th Streets, has on its west bank an overlook with interpretive signage, a park,
and trails. It was identified by the 2005 Regional Near shore and Marine Aspects of Salmon Recovery in Puget Sound, as important to restoration of salmon and trout runs in Puget Sound and the Nooksack River. The area is part of the Pacific Flyway migration system. Heron from the nearby Post Point heron colony forage in the estuary.

According to the 1988 Agreement between Fairhaven Neighbors, Inc. and the City of Bellingham, the Padden Creek Estuary (below the high tide line) was deeded to the City from the Port with the promise to be restored for wildlife, and for use as a park. In 1989 the City, Port, and Concerned Southside Citizens signed an agreement that identified protection of a 100' setback around the estuary, located north of Harris Avenue. Much work has been done both with public funds and volunteer efforts to restore the area along the west side of the estuary. Concern has been raised over a 27" stormwater outfall that discharges untreated stormwater from a large drainage basin directly into a sensitive site for salmonids. In 2000, the Bellingham Bay Demonstration Pilot EIS identified four Padden Creek Estuary project sites, and rated them as most important with a high priority for restoration.

Previous planning efforts and actions resulted in the closure of 8th Street to vehicular traffic and restoration to be provided within the riparian area of the estuary. In 2006 the Management Recommendations for City of Bellingham Pocket Estuaries stated: "Padden and Whatcom Creeks offer the most estuary area for improvement and or restoration, with Padden having more area. Due to existing conditions, Padden currently offers better habitat opportunities. Padden should receive priority for habitat restoration and overall preservation."

Studies have concluded that restoration, protection, and preservation of the Padden Creek Estuary is very important to the recovery of salmon and trout populations. The Shoreline Master Program regulates development within this area.

D. WILDLIFE HABITAT - BELLINGHAM BAY AND SHORELINE RIPARIAN AREA

The Shoreline Master Program has jurisdiction of 200-feet of uplands measured from the ordinary high water mark of Bellingham Bay. Marine habitats provide critical plant, fish, and wildlife habitat that can be greatly affected by land- and water-based activities. Surveys and questionnaires indicate the public is very supportive of increasing wildlife and conservation areas along the shoreline.

E. OPEN SPACE - POST POINT OPEN SPACE

The Post Point area includes the City's wastewater treatment plant and areas set aside for future expansion of the plant. This public area (P-2), includes open meadows, gravel trails, planted areas and an off-leash dog area. The Post Point heron colony is located on the property south of the off-leash dog area, and is fenced to minimize disturbance from dogs and people.

Parks and Recreation Assets

A. MARINE PARK

This Port of Bellingham-owned park includes a viewpoint, grassy play area, picnic tables, picnic shelter, and restrooms located overlooking the entry into Bellingham Bay at the end of Harris Avenue. The park, with its public access to the shoreline, is a well-maintained asset in the Fairhaven Neighborhood and to Bellingham as a whole.
The Port completed a restoration project in 2005 to enhance the shoreline with a recreated beach.

B. COMMUNITY GARDEN

A 1/3 acre City-owned pea-patch community garden is located off of 10th Street between Wilson and Donovan Avenues.

C. FAIRHAVEN VILLAGE GREEN

This 1/3 acre, City of Bellingham owned and managed park has a lawn area, summer movie program, and Wednesday afternoon seasonal Farmer's Market. It includes restrooms below the green, glass-covered seating areas with plantings to create an arbor, paved walks, and a stage. This popular gathering spot is a successful village park space that is well utilized and appreciated by both the neighborhood and the city at large. Existing capacity may not be adequate for current and future growth in Fairhaven. Space can be rented for private events.

D. BELLINGHAM CRUISE TERMINAL

This terminal provides passenger and vehicle loading from a pier extending into the south end of Bellingham Bay. The east side of the pier loads the Alaska Ferry, the west side is used by passenger cruise ships. Public crabbing is allowed off the west side of the pier.

The terminal building houses a variety of commercial tenant activities and public spaces including a rear deck viewing area with sunlit solarium on the lower floor. The upper floor has a public sitting area overlooking Bellingham Bay and the ferry loading area, and areas available to rent for community events. The Cruise Terminal, owned by the Port of Bellingham, is a well-maintained and popular asset for Fairhaven, Bellingham and the region.
E. PADDEN CREEK ESTUARY BOAT LAUNCH

This area, owned by the Port of Bellingham, includes two boat launch ramps and a small float on the south end of Bellingham Bay with access across BNSF tracks from Harris Avenue. Mooring buoys are anchored offshore from May to October for transient boats. Launching access is subject to tides and is affected by continual siltation from Padden Creek. The Port is considering plans for improving the boat launch facilities and further development of the Fairhaven waterfront as part of their Comprehensive Scheme of Fairhaven Harbor Improvements.

A new boat launch facility could be located west of this boat launch if and when the US Coast Guard relocates its ships. Water depths are greater to the west, siltation is not a problem, and therefore larger boats could be launched in a more sustainable location without tidal restrictions. Mooring buoys are an important asset to the commercial areas of Fairhaven. A jitney along Harris Avenue from Marine Park to the Village Green could help support such access.

F. BELLINGHAM BAY COMMUNITY BOATING CENTER

A non-profit organization runs the boating center located at 501 Harris Ave., on land is owned by the Port of Bellingham. The group provides boat storage, boating education classes and supplies sea kayak, rowboat, and sailboat rentals on Bellingham Bay.

G. TRAILS

No through trails exist at or near the shoreline in the Fairhaven Neighborhood. The trail on the Taylor Avenue Dock comes inland prior to connecting to the Village Green. The Lower Padden Creek Trail is located well away from the shore of Bellingham Bay. The Port of Bellingham properties have no through connection for pedestrians or other trail users, mainly due to industrial uses and safety concerns. Trail connections within the neighborhood will probably be installed incrementally as uses change, and as public access is required through the implementation of the Shoreline Master Program. See Chapter 5 for more information on improvements to the trail system.

H. SOUTH BAY TRAIL OVERLOOK

The City of Bellingham agreed to vacate Gambier Avenue between 10th Street and the BNSF Railroad right-of-way. As a condition of the vacation, the Port of Bellingham committed to providing a viewpoint with landscaping and seating (Ord. # 8961). The trail segment has been installed by the City, but the overlook has yet to be constructed as of 2012.

Finally, the Fairhaven Neighborhood has indicated a desire to work with the City and the Port of Bellingham to:

• Monitor the natural areas in the neighborhood,
• Address the long term restoration of Padden Creek and its estuary for fish, wildlife and public education, as well as the restoration of beaches along Bellingham Bay,
• Assure permanent protection of the Post Point Great Blue Heron Colony,
• Encourage the purchase of additional land to increase the width of wildlife corridors along the existing riparian areas as density and infill occur, and
• Provide for increased trail connections and shoreline access.

August 13, 2012
CHAPTER 5: MULTIMODAL TRANSPORTATION & CIRCULATION

The Fairhaven Neighborhood Urban Village is a regional tourism destination located close to parks, the waterfront, industry, walking trails, a branch library, elementary and secondary schools, and Western Washington University. Fairhaven has a compact, well-connected street grid system and is a unique walking and bicycling-oriented neighborhood, with heavy pedestrian use in and around the residential and commercial districts.

The Comprehensive Plan’s Transportation Element includes a city-wide goal of reducing the overall percent of total trips made by single-occupancy vehicle to 75% by 2022. All transportation improvements that promote multi-modal transportation (pedestrian, bicycle, motorcycles, transit, automobile, and freight movement) should be encouraged. A multimodal transportation project improvement list for the Fairhaven Neighborhood is contained in the Transportation Element of the Bellingham Comprehensive Plan, and the City annually considers this project list in developing its 6-Year Transportation Improvement Program.

Fairhaven Transportation Goals and Policies

Goal 5.1 Enhance infrastructure in Fairhaven to encourage and support the pedestrian and bicycle-friendly atmosphere.

Goal 5.2 Address traffic, pedestrian safety and parking challenges.

Goal 5.3 Establish Railroad Quiet Zones for all rail crossing in Fairhaven.

Policy 5.1 Work with the Port of Bellingham and BNSF Railroad to install a Railroad Quiet Zone with Supplemental Safety Measures at five track crossings: Harris Avenue; the Alaska Ferry landing (6th Street); Port of Bellingham (private) crossing; Bayview Drive entrance to Boulevard Park; and Boulevard Park pedestrian crossing.

Policy 5.2 Install identified pedestrian facility improvements (see page 38) with development, redevelopment and roadway upgrade projects.

Policy 5.3 To further implement the infill land use strategy and multimodal transportation goals and policies of the Bellingham Comprehensive Plan, all new development and redevelopment within the boundaries of the Fairhaven Neighborhood and Urban Village is eligible for Vehicle Trip Reduction Credits listed in Exhibit A of the City’s Transportation Impact Fee ordinance: “Urban Village Vehicle Trip Reduction Credits.” Auto-oriented commercial (“Retail Automotive” in BMC 19.06.040 A. Table 1) and drive-through establishments are not eligible.

Policy 5.4 Collaborate with the Port of Bellingham and BNSF Railway to add links to complete the Southside trail system. Existing trails should be preserved.

Policy 5.5 Add bicycle lanes on arterial streets outside of the commercial core where physical space allows and add bicycle parking facilities throughout the Fairhaven Urban Village.

Policy 5.6 Explore the feasibility of identifying, through signage, a bicycle bypass route using 14th Street. 14th Street parallels Fairhaven’s eastern boundary and passes through South Hill, Happy Valley, and South neighborhoods, all adjacent to Fairhaven. This bypass route could be promoted by placing way-finding signs at 12th and Mill, 14th and Mill, 14th and Fairhaven Parkway, and Chuckanut Drive entrances.
Policy 5.7 Encourage more walking and bicycling and slower vehicle speeds in Fairhaven's older residential area by adding 25 mph signage along Cowgill Avenue and 4th Street, keeping the streets narrow, and not improving them with curbs, gutters, or sidewalks.

Policy 5.8 When vacant parcels along Harris Avenue between 4th and 8th Streets redevelop, plans should be included to minimize traffic impacts on the adjacent residential areas.

Policy 5.9 Improve street lighting of the Finnegan Way-12th Street corridor, from Knox Avenue to Old Fairhaven Parkway.

Policy 5.10 Study the feasibility of redesigning the intersections at 11th Street and Finnegan Way and 12th St./Finnegan Way/Mill Avenue to improve pedestrian safety and traffic flow.

Policy 5.11 As development and redevelopment occurs along the western portion of Harris Street, left turn lanes should be installed at selected intersections west of 10th Street. Street standards should be according to the figures on page 42.

Policy 5.12 14th Street forms an established transition between the residential areas to the east and the Fairhaven Commercial Core. Special attention and/or conditions should be incorporated into future development in this area to ensure protection of this transition.

Policy 5.13 Update informational signage for Fairhaven's transportation system.

Policy 5.14 Encourage the Parks and Recreation Department to install signs at trail intersections with neighborhood streets and arterials showing where the trails lead.

Policy 5.15 Fairhaven Neighbors and the Old Fairhaven Association should post signs welcoming walkers, bikers, and motorists at neighborhood entry points. Design of signs should be appropriate for their function and location.

Policy 5.16 Encourage WTA to coordinate seasonal frequent bus service between Fairhaven Station and the WWU campus during peak periods.

Policy 5.17 Encourage WTA to work with the merchants and hotel industry to create a public/private partnership that provides shuttle service to the Fairhaven Historic District during peak tourism season.

Policy 5.18 Encourage the Parks and Recreation Department to provide "Transit-to-Trail" signs at all WTA stops located near trailheads.

Policy 5.19 Encourage the Port of Bellingham to expand outside sheltered passenger waiting at Fairhaven Station to accommodate peak demands.

Policy 5.20 Identify ways to retain existing and encourage expansion of marine transportation opportunities including passenger ferries to and from Squalicum Harbor, the Bellingham Waterfront District, the San Juan Islands, Victoria, BC, and other Puget Sound destinations.

Policy 5.21 Retain existing water transportation assets and cultivate new possibilities for expanded marine transit and boating facilities.

Policy 5.22 Developed streets in the urban village should not be permanently closed. Any proposal to consider permanently closing streets should be evaluated in a public process that includes all stakeholders.

August 13, 2012
Pedestrian and Bicycle Amenities

Due to its compact 200' block grid system and network of alleys and pedestrian corridors, Fairhaven is welcoming to pedestrians and has a high level of pedestrian and bicycle use compared to other locations in the city. Four-way stop intersections within most of the Commercial Core that result in slow vehicle speeds help to prioritize the pedestrian-friendly nature of the district. Within the 1,800 feet of 12th Street between Cowgill and Mill, there are 11 marked pedestrian crosswalks.

The following locations have been identified for additional pedestrian enhancements as growth and new development warrants:

1. Improve pedestrian and traffic safety at the intersection of 11th Street/Knox Avenue/Finnegan Way and 12th/Mill/Finnegan.
2. Add a marked crosswalk at the north side of the Larrabee Avenue/10th Street intersection.
3. Improve trail crossing visibility on 4th and 6th Streets.
4. Make pedestrian safety improvements such as signage and street surface markings at the intersection of 10th Street and Mill Avenue, connecting Fairhaven Village Green with the South Bay Trail.
5. Complete missing sidewalk sections throughout the Commercial Core.
6. Make improvements at 14th and Old Fairhaven Parkway (pending study).
7. Complete missing sidewalk segment on west side of Finnegan Way between Knox Avenue and Mill Avenue.
8. Complete missing sidewalk segment on west side of 11th Street between Knox Avenue and Mill Avenue.
9. Complete missing sidewalk segment on south side of Harris Avenue between the railroad tracks and 9th Street.

Missing trail system links may require private property acquisition, redevelopment, or rezoning of particular areas. These identified missing links include:

1. A beach/shore trail connection between the Taylor Avenue Dock and the South Bay Trail to Fairhaven;
2. An improved trail connection to the shoreline and Marine Park, with a branch along the west side of the Padden Estuary to meet the trail that runs along Padden Creek towards Post Point and the off-leash dog area; and
3. A trail more directly connecting the Fairhaven Village Green and the waterfront.

2011 City-wide 24-Hour Pedestrian and Bike Counts

Highest Pedestrian use:
- 1st - Holly Street and Railroad Avenue (729)
- 2nd - 21st and Bill McDonald Pkwy (422)
- 3rd - 10th and Mill (391)

Highest Bicycle use:
- 1st - Holly Street and Railroad (224)
- 2nd - Dupont and F (147)
- 3rd - South Bay Trail and Wharf (121)
- 4th - 10th and Mill (109)

August 13, 2012
Fairhaven Neighborhood and Arterial Street Network

NEIGHBORHOOD STREETS:

Fairhaven Residential Streets (4th, 6th, 8th, 10th, Donovan, Wilson, Cowgill)
South of the Larrabee Avenue forested right-of-way and north of the Edgemoor Neighborhood lies the oldest portion of Fairhaven residences. Streets here are narrow and lined with small lot houses. No streets have curbs, gutters, or sidewalks, which creates a semi-rural residential character and feel. The narrow width of these streets requires vehicles to travel at extremely slow speeds, which contributes to the pedestrian-friendly nature of the neighborhood.

ARTERIAL STREETS:

Arterial streets form the backbone of the citywide multimodal transportation network and are classified as collector, secondary, or principal arterials based on purpose, function, volumes, and connectivity within the overall network. Where possible, sidewalks and marked bicycle lanes are provided on arterial streets. Whatcom Transportation Authority (WTA) buses rely on arterial streets to provide public transit service. See the Fairhaven Neighborhood Circulation Map for details.

Old Fairhaven Parkway-State Route 11 (SR11) (Principal Arterial)
Old Fairhaven Parkway is the local name for the east-west portion of State Route 11 from Interstate 5 to 12th Street and it is the main entrance to the Fairhaven Neighborhood from the east and the south. State Route 11 turns south at 12th Street, crosses Padden Creek, passes Fairhaven Park and the Edgemoor Neighborhood, continues south to Larrabee State Park and Skagit County, and is locally known as Chuckanut Drive. Chuckanut Drive is the first highway in Washington to be built exclusively as a scenic drive, and is a regional tourism asset that guides people directly into Fairhaven.
Old Fairhaven Parkway is a full-standard 3-lane urban principal arterial with dedicated bicycle lanes and sidewalks on both sides of the street. Old Fairhaven Parkway is also a major truck route from Interstate 5 to the marine shipyards, Alaska Marine Highway system, Post Point Wastewater Treatment Plant, and other industrial uses in the Fairhaven waterfront area. Traffic volumes (2010) vary significantly along Old Fairhaven Parkway-SR 11, from 16,500 vehicles per day near the interchange with Interstate 5 to 13,500 vehicles per day near the entrance to Fairhaven at 12th Street. The City works with the State Department of Transportation on access management measures, such as turn restrictions, driveway consolidation and/or elimination to address traffic safety issues.

12th Street (Secondary Arterial)
12th Street is a north-south secondary arterial that serves as the main southern entrance to the Fairhaven Neighborhood from Chuckanut Drive, and as the main connection between Fairhaven and downtown Bellingham. 12th Street through the Fairhaven commercial area is a two-lane arterial with sidewalks, pedestrian bulb-outs at intersection corners, one travel lane in each direction, on-street parking, concrete public transit bus pull-outs, and dedicated turn lanes at the signalized intersections of 12th Street/Old Fairhaven Parkway and 12th Street/Harris Avenue.

The City made significant improvements to 12th Street in 2010, but due to the presence of high-demand on-street parking, there was no physical space to add marked bicycle lanes. Instead, bicyclists and vehicle drivers share the travel lanes between the marked bicycle lanes on Finnegan Way and Old Fairhaven Parkway-Donovan. This is a common shared mode situation in busy, mixed use urban environments. The presence of small blocks, on-street parking, multiple vibrant business, as well as many crosswalks and traffic signals serve to slow vehicle speeds.

The arterial connection to downtown Bellingham follows 11th Street, then South State Street, to Boulevard, and into downtown Bellingham. On the south end of Fairhaven, 12th Street becomes SR 11, crosses the Padden Creek gorge to the intersection of Cowgill/Hawthorn/Parkridge and then on to the scenic highway, Chuckanut Drive, heading south to Skagit County.
Donovan Avenue/10th Street (Principal Arterial)

At the intersection of 12th Street and Old Fairhaven Parkway, the west leg of the intersection is Donovan Avenue, which curves downhill and north and becomes 10th Street. This arterial section was constructed by the City in 2000 as a designated industrial truck by-pass to eliminate heavy truck traffic and WTA transit buses from using Harris Avenue through the heart of the busy Fairhaven Historic District. Donovan Ave./10th Street is a critical link in the arterial system and serves the industrial properties along Harris Avenue, the WTA Red GO Line, and the regional transportation center. Donovan Avenue/10th Street has one travel lane in each direction with setback sidewalks, street trees, and marked bicycle lanes extending from 12th Street to Harris Avenue.

West Harris Avenue (Principal Arterial - 10th Street to Burlington Northern Santa Fe railroad tracks)

This designated industrial truck route continues west on Harris Avenue from 10th Street to the Burlington Northern Santa Fe railroad tracks and industrial properties, such as the Fairhaven Shipyards, Port of Bellingham, Alaska Ferry Terminal, Amtrak Train Station, Greyhound Bus Station, and the Bellingham Wastewater Treatment Plant. West Harris Avenue has one travel lane in each direction, a setback sidewalk and street trees on the northern side. It is unfinished on the southern side west of 9th Street. Private development on all of the vacant properties between 9th Street and the railroad tracks will be responsible for completing the southern edge of the street with setback sidewalks, streets trees, curb, gutter, crosswalks, and stormwater improvements. See the following Harris Avenue Streetscape figures for details.

Photo 5.1 Harris Avenue looking south from 10th Street.
East Harris Avenue (Collector Arterial - 10th Street to 21st Street)

East of 10th Street, Harris Avenue is classified as a collector arterial rather than as a principal arterial, because it is not part of the designated truck route. Trucks and WTA buses cannot navigate this narrow urban street section with high-demand angled parking on each block. Setback sidewalks, street trees, pedestrian bulb-outs, and crosswalks exist between 10th and 12th Streets and on the south side of the block between 12th and 13th Streets. In the 600 feet between 10th and 12th Streets, there are six marked crosswalks plus one mid-block crossing to the Fairhaven Village Green. Each of the intersections is four-way stop controlled or signalized, and vehicles travel at extremely low speeds on this part of Harris Avenue. The section of Harris Avenue between 12th and 14th Streets is less urban, but redevelopment of underutilized properties could change the character of this part of Harris. Private developers should be required to construct curb, gutter, sidewalks and where possible install street trees and setback sidewalks.

Non-arterial Commercial Shopping Streets - There are several "commercial shopping" streets within the Fairhaven Commercial Core. Their primary function is to provide parking, circulation and pedestrian accessibility throughout the heart of the commercial district. Each intersection is four-way stop controlled with pedestrian bulb-outs and marked crosswalks. Most blocks have sidewalks, street trees, angled or parallel parking and very slow vehicle speeds. These streets include:

- 10th Street between Harris and Mill Avenues
- 11th Street from Finnegan Way to Larrabee Avenue
- McKenzie Avenue from 8th to 12th Street
- Larrabee Avenue from 10th to 14th Street
- Mill Avenue from 10th to 13th Street
- 13th Street from Mill Avenue to Larrabee Avenue
14th Street (Collector Arterial)
North of Old Fairhaven Parkway, 14th Street is classified as a collector arterial through the Fairhaven and South Hill Neighborhoods to Boulevard and North State Street. It includes setback sidewalks and street trees. 14th Street heading north from Old Fairhaven Parkway is an important entrance to the Commercial Core area, and is characterized by a large church and child care center.

Public Transit - Whatcom Transportation Authority (WTA)

Whatcom Transportation Authority (WTA) provides public transit services within Fairhaven. In 2004, WTA completed a long range strategic plan that included a significant service increase and the creation of a “Primary Transit Network”, which designated high frequency corridors with buses running four times per hour (15-minute headways) in both directions. Fairhaven is served by and connected to WTA’s downtown Bellingham Station via the high-frequency “Red GO Line”.

Rail Transportation - BNSF and Amtrak Passenger Train

As was the case with many cities in the western United States, railroads played a significant role in Bellingham’s early development. At the end of the 19th century, Fairhaven owes much of its existence to speculation about where railroad lines would terminate as break-bulk shipping points for goods and freight being transported up and down the west coast.

The Burlington Northern Santa Fe (BNSF) Railroad operates freight trains serving Bellingham. Although the City of Bellingham has little control over the railroads within its boundaries, the railroads do have significant impacts on the community. Industrial land use patterns in and near Bellingham are interrelated with rail lines in the city, and rail service to the Port’s industrial areas is an essential link in the transportation system.

Amtrak operates passenger trains between Portland, Seattle, and Vancouver, B.C. The Amtrak station in south Bellingham is part of the Fairhaven Transportation Center and provides an important link with the Greyhound bus terminal, Amtrak Cascades rail service, the Alaska Marine Highway ferry service, privately operated commuter ferries to and from the San Juan Islands and WTA bus service. The location also provides easy access to state highways and Interstate 5.
Regional Transportation Center - Port of Bellingham, Amtrak, Greyhound and Bellingham Cruise Terminal

This multi-modal transportation facility, (known as "Fairhaven Station") serves passengers arriving and departing by Greyhound bus, Amtrak Cascades rail service, the Alaska Marine Highway ferry service from southeast Alaska, and privately operated commuter ferries to and from the San Juan Islands and local passenger charter vessel operations. WTA bus service and taxi service is also available at Fairhaven Station. The location provides easy access to state highways, Interstate 5 and local medical and education services.

Opportunities for water transportation and recreation exist in Fairhaven, such as the public boat launch, the small boat center, and the Bellingham Cruise Terminal, as well as the potential for future small boat moorage facilities. See Chapter 4 Natural Environment, Parks and Recreation for more information.

![Photo 5.5 Bellingham Cruise Terminal ferry dock.](image)

Analysis of Future Traffic Congestion

**Arterial Street Network**

The Transportation Element of the Bellingham Comprehensive Plan identifies the long-range transportation planning needs for street improvements. Improvements are based on travel demand model forecasts of land supply, zoning, future development potential, employment sites, and vehicle trip generation. Existing and future levels of service (LOS) are examined to ensure that they are within the acceptable range of the LOS standards adopted in the Transportation Element, as required by the Growth Management Act.

The City's long-range transportation planning strategy is to create more opportunities and incentives for non-motorized and transit travel while de-emphasizing and creating disincentives for single occupancy automobile use, which is the primary cause of traffic congestion at intersections.

Additional policies state that transportation funding for widening of public roads at the edges of the City should be minimized and peak hour traffic congestion should be allowed to increase at entry and exit points to the City. This is one strategy intended to help discourage single occupancy vehicle work commutes from rural residential areas to urban employment centers.

According to the 2010-2011 travel demand model forecasts by the Whatcom Council of Governments (WCOG), there do not appear to be any LOS concerns on any arterial streets within, or surrounding, the Fairhaven Neighborhood and Urban Village over the next 20 years (2012-2032). As shown in Table 6.1 all of the arterial streets in and surrounding Fairhaven have available capacity to accommodate the additional traffic generated by the full commercial, industrial and residential build-out potential identified in the Development/Redevelopment Potential section of Chapter 1. Mixed use development in some of the industrial zones is unlikely to change this situation, even though mixed use development could produce more vehicle trips than industrial development.
The one exception is Old Fairhaven Parkway between 30th Street and Interstate 5, which is over a mile away from Fairhaven. This arterial segment is already functioning at LOS F and is expected to continue to function at a degraded LOS F over time. Consistent with Bellingham’s Comprehensive Plan, neither the City of Bellingham nor the Washington State Department of Transportation (WSDOT) has any plans to add automobile capacity to this arterial segment in the future.

Table 6.1. Vehicle Capacity Level of Service (LOS) for Arterial Streets Serving the Fairhaven Neighborhood 2008, 2020, and 2032

<table>
<thead>
<tr>
<th>Arterial Street</th>
<th>Cross Street</th>
<th>2008 Peak LOS</th>
<th>2020 Peak LOS</th>
<th>2032 Peak LOS</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>W Harris - WB</td>
<td>6th St</td>
<td>v/c 0.14 = A</td>
<td>v/c 0.21 = A</td>
<td>v/c 0.23 = A</td>
<td>Truck/WTA GO/Train Station Route</td>
</tr>
<tr>
<td>W Harris - EB</td>
<td>6th St</td>
<td>v/c 0.10 = A</td>
<td>v/c 0.14 = A</td>
<td>v/c 0.16 = A</td>
<td>Truck/WTA GO/Train Station Route</td>
</tr>
<tr>
<td>10th Street - WB</td>
<td>Curve</td>
<td>v/c 0.03 = A</td>
<td>v/c 0.03 = A</td>
<td>v/c 0.04 = A</td>
<td>Truck/WTA GO/Train Station Route</td>
</tr>
<tr>
<td>10th Street - EB</td>
<td>Curve</td>
<td>v/c 0.06 = A</td>
<td>v/c 0.05 = A</td>
<td>v/c 0.05 = A</td>
<td>Truck/WTA GO/Train Station Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-WB</td>
<td>20th St</td>
<td>v/c 0.42 = A</td>
<td>v/c 0.34 = A</td>
<td>v/c 0.30 = A</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-EB</td>
<td>20th St</td>
<td>v/c 0.49 = A</td>
<td>v/c 0.46 = A</td>
<td>v/c 0.39 = A</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-WB</td>
<td>24th St</td>
<td>v/c 0.57 = A</td>
<td>v/c 0.69 = B</td>
<td>v/c 0.70 = C</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-EB</td>
<td>24th St</td>
<td>v/c 0.59 = A</td>
<td>v/c 0.70 = C</td>
<td>v/c 0.69 = B</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-WB</td>
<td>30th St</td>
<td>v/c 0.74 = C</td>
<td>v/c 0.77 = C</td>
<td>v/c 0.73 = C</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-EB</td>
<td>30th St</td>
<td>v/c 0.77 = C</td>
<td>v/c 0.80 = D</td>
<td>v/c 0.83 = D</td>
<td>SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-WB</td>
<td>I-5 SB Off</td>
<td>v/c 1.14 = F</td>
<td>v/c 1.20 = F</td>
<td>v/c 1.19 = F</td>
<td>I-5 south gateway/SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-EB</td>
<td>I-5 SB On</td>
<td>v/c 1.26 = F</td>
<td>v/c 1.34 = F</td>
<td>v/c 1.36 = F</td>
<td>I-5 south gateway/SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-WB</td>
<td>I-5 NB Off</td>
<td>v/c 0.37 = A</td>
<td>v/c 0.46 = A</td>
<td>v/c 0.56 = A</td>
<td>I-5 south gateway/SR-11/Truck Route</td>
</tr>
<tr>
<td>Old Fairhaven Pkwy-EB</td>
<td>I-5 NB On</td>
<td>v/c 0.87 = D</td>
<td>v/c 0.86 = D</td>
<td>v/c 0.79 = C</td>
<td>I-5 south gateway/SR-11/Truck Route</td>
</tr>
<tr>
<td>11th Street - NB</td>
<td>Taylor Ave</td>
<td>v/c 0.56 = A</td>
<td>v/c 0.62 = B</td>
<td>v/c 0.67 = B</td>
<td>Downtown connector/WTA GO Line</td>
</tr>
<tr>
<td>11th Street - SB</td>
<td>Taylor Ave</td>
<td>v/c 0.56 = A</td>
<td>v/c 0.68 = B</td>
<td>v/c 0.70 = C</td>
<td>Downtown connector/WTA GO Line</td>
</tr>
<tr>
<td>12th Street - NB</td>
<td>Harris Ave</td>
<td>v/c 0.56 = A</td>
<td>v/c 0.63 = B</td>
<td>v/c 0.67 = B</td>
<td>Downtown connector/WTA GO Line</td>
</tr>
<tr>
<td>12th Street - SB</td>
<td>Harris Ave</td>
<td>v/c 0.57 = A</td>
<td>v/c 0.69 = B</td>
<td>v/c 0.71 = C</td>
<td>Downtown connector/WTA GO Line</td>
</tr>
<tr>
<td>12th Street - NB</td>
<td>Chuckanut Dr</td>
<td>v/c 0.24 = A</td>
<td>v/c 0.28 = A</td>
<td>v/c 0.27 = A</td>
<td>SR-11 south gateway</td>
</tr>
<tr>
<td>12th Street - SB</td>
<td>Chuckanut Dr</td>
<td>v/c 0.29 = A</td>
<td>v/c 0.34 = A</td>
<td>v/c 0.36 = A</td>
<td>SR-11 south gateway</td>
</tr>
</tbody>
</table>

Source: Whatcom Council of Governments (WCOG) Travel Demand Forecast Model 2011

**Multimodal Transportation Concurrency**

The Bellingham City Council adopted BMC 13.70, the Transportation Concurrency Management Ordinance, in conjunction with the June 2006 Bellingham Comprehensive Plan and GMA requirements for “a transportation element that implements, and is consistent with, the land use element” (RCW 36.70A.70 (6)).

BMC 13.70 specifically established a program to monitor and maintain adequate transportation facilities in support of the City’s infill land use strategy as per GMA requirements. The Fairhaven Neighborhood is classified as a Type 1 Urban Village land use environment under BMC 13.70.
Each year, the City publishes the Transportation Report on Annual concurrency (TRAC). This monitoring and reporting system provides information regarding which portions of the city are best suited for infill development based on adequate infrastructure and services. The TRAC reports how many "person trips available" there are to serve new development in the different CSAs. TRAC reports from 2006 to the present are available on the City's website. As reported in the 2012 TRAC, the Fairhaven area has significant available capacity in the total transportation system.
CHAPTER 6: CAPITAL FACILITIES

One of the goals of the Growth Management Act is to ensure that public facilities and services necessary to support development are adequate to serve the development without decreasing current service levels below locally established minimum standards. These facilities and services can be things such as water, sewer, and stormwater facilities, police and fire protection facilities and services, and schools. A wide variety of public facilities and levels of service for the City of Bellingham are documented in the Bellingham Comprehensive Plan Capital Facilities Element.

Capital Facility Goals and Policies

**Goal 6.1** The level of fire protection service should be adjusted as the population of Fairhaven increases, consistent with level-of-service standards adopted for the City in the Bellingham Comprehensive Plan.

**Goal 6.2** Preserve the historic Fairhaven Branch Library building and ensure that it evolves to reflect growth in Fairhaven.

**Goal 6.3** Retain neighborhood public schools within walking distance of many residences to encourage walking and biking to school and to provide a focal point for neighborhoods.

**Policy 6.1** The Fairhaven Neighborhood should support ongoing efforts to remove the brick tunnel and “daylight” Padden Creek to improve habitat for local salmon and trout species.

**Policy 6.2** The City’s 2007 Stormwater Comprehensive Plan, as well as neighborhood-led efforts, should be used to restore the natural flow and water quality in Padden Creek.

**Policy 6.3** Innovative stormwater management proposals should be developed for Fairhaven that will collect and treat stormwater using natural treatment systems where appropriate and feasible, to accommodate growth and prevent flooding of streets and businesses in the commercial district.

**Policy 6.4** The Fairhaven Neighborhood should work with the Bellingham Police Department to develop an enforcement program to address the issue of overnight parking of non-resident vehicles and people residing in their vehicles on public streets in the Fairhaven Neighborhood.

**Policy 6.5** Encourage Puget Sound Energy (PSE) to upgrade electric power infrastructure as needed to accommodate the population/building growth in Fairhaven.

**Policy 6.6** As new development occurs, encourage PSE to move power lines underground to enhance reliability, safety and the ambiance of Fairhaven.

**Policy 6.7** The City should complete a stormwater facility and management plan that includes regional stormwater detention and treatment facilities serving the commercial core and industrial properties in the urban village boundaries. The purpose is to 1) minimize the amount of private land needed for stormwater facilities to encourage development in the urban village, and 2) improve stormwater treatment before it is discharged into Bellingham Bay.

**Water, Wastewater and Stormwater**

The City’s adopted Water System Plan identifies adequate storage of water for projected city-wide population growth. For Fairhaven, the plan identifies ample storage in two separate reservoirs that provide water to the neighborhood. The combined storage provides an adequate volume of water for anticipated growth in the Fairhaven Neighborhood and Urban Village. Individual water segments within the neighborhood are reviewed at a project level to determine fire flow requirements for individual...
properties. If improvements are found to be needed during the review process for a proposed project, the developer is responsible for making the improvements.

The City's Post Point Wastewater Treatment Facility (WWTF) is located at the foot of Harris Avenue. Built in 1974, the facility provides primary and secondary treatment of wastewater for all areas within Bellingham and the surrounding community that are connected to the 250 miles of sewer mains. The capacity of the WWTF has been increased to 55 mgd since the addition of the new secondary phase and clarifiers. The facility is 95% efficient at removing waste prior to discharge of effluent into the bay.

The City's adopted Comprehensive Sewer Plan identifies the need for additional wastewater treatment capacity at the WWTF. A planning process began in 2009 to expand the existing facility, and construction expected to be completed by 2014.

An additional system limitation is the capacity of the 60 inch main at high rain events. The Comprehensive Sewer plan identifies system improvements in other areas of the City that will assist in managing flows during peak flow events, including the construction of a peak wet weather facility. These improvements will ensure that the system has capacity to accommodate the projected growth in the Fairhaven Neighborhood and Urban Village. Individual sewer segments within the neighborhood are reviewed at a project level to determine adequacy for individual properties. If improvements are found to be needed during the review process for a proposed project, the developer is responsible for making the improvements. This is also true for the stormwater conveyance and treatment facilities in the neighborhood.

According to the City Utility Map, most existing public and private stormwater piping systems from the neighborhood, including Port of Bellingham properties, carry stormwater directly into Padden Creek or Bellingham Bay. In 1892, anticipating the terminus of the transcontinental railroad, the Town of Fairhaven constructed a 2,200-foot brick tunnel from 17th Street to just east of 22nd Street, as part of a flood control, swamp drainage and sanitary sewer project.

The Critical Areas Ordinance, BMC 16.55, protects Padden Creek and its buffer. Years of water quality monitoring indicate Padden Creek is a typical urban steam with water quality decreasing as it leaves the forested area at Lake Padden and picks up stormwater runoff in the downstream urban environment.

**Fairhaven Library**

This 10,250 square foot Fairhaven Branch of the Bellingham Public Library, was built in 1904 and is located at 1117 12th Street. This three-story building includes approximately 3,300 square feet of library operations, including an auditorium with capacity for 200 people, limited kitchen facilities, and two small meeting rooms seating 30-45 people. The facilities can be rented. If resources become available, there may be an opportunity to acquire property adjoining the Fairhaven Branch Library for additional library access and/or parking, open space or a playground.

**Schools**

Residents of Fairhaven place a high value on education and access to well-maintained neighborhood schools for Fairhaven children. Fairhaven students attend Lowell Elementary School, Fairhaven Middle School and Sehome High School. Nearby Western Washington University provides Fairhaven residents with access to higher education, and the students bring a special vibrancy and energy to the neighborhood.
Public Safety

The City of Bellingham has adopted level of service standards for police, fire and emergency services. All of the adopted levels are met in Fairhaven and no additional capital facilities are expected to be needed based on the anticipated build-out of the area.

With regard to fire facilities in the neighborhood, the *Bellingham Comprehensive Plan*, states:

"Bellingham Station 2: 1590 Harris Street. The Fairhaven Station was opened in 2001 and currently houses one engine, one reserve medic unit, and a workstation for the Bellingham Police Department. Fire Station 2 serves as the first response fire and EMS facility for the south side of Bellingham. The Fairhaven facility is adequate to meet the anticipated demand during the 20-year planning period."

One problem that exists in Fairhaven, and in other industrial parts of the City, is where vehicles are parked, and people are observed living in vehicles, along public streets in the neighborhood. This vagrant parking on the public right-of-way and/or on private property is illegal and creates an unsafe, unsanitary, and unsightly environment for residents, children, and visitors to the area.
APPENDIX

LIST OF REFERENCES AND RESOURCES FOR FAIRHAVEN

1. City of Bellingham Fairhaven Neighborhood Plan, Adopted 1980
2. Padden Creek Estuary Area Planning Study, Habitat Restoration and Public Access, City of Bellingham, Parks and Recreation Department, June 1990
4. City of Bellingham: Watershed Master Plan, Volume 1, September 1995
6. City of Bellingham: Wildlife and Habitat Assessment, an inventory of existing conditions and background information, Ann Eissinger, December 1995
8. Marine Resources of Whatcom County, May 2000
9. Post Point Great Blue Heron Colony Assessment, For: City of Bellingham Department of Public Works, May 10, 2000
10. Forest Cover, Impervious Surface Area and the Mitigation of Stormwater Impacts, 2002
12. City of Bellingham, Padden Creek Survey, for the Department of Public Works Plants Division, August 9, 2002
14-A. Waterfront Futures Group Initial Findings Report, September 2003
14-B. Final Workshop Report, Opportunities and Ideas for Habitat Restoration and Water Access on Urban Bellingham Bay, March 2004
14-C. Waterfront Vision and Framework Plan, Connecting Bellingham with the Bay, Waterfront Futures Group, Final Recommendations, December 2004
14-D. Waterfront Action Plan, Waterfront Futures Group, Final Recommendations, December 2004
16. City of Bellingham Department of Public Works, Connelly Creek Survey, 2003
17. The Importance of Non-Natal Pocket Estuaries in Skagit Bay to Wild Chinook Salmon: An Emerging Priority for Restoration. Skagit System Cooperative Research Department, May 2003
18. City of Bellingham Department of Public Works, Urban Streams Monitoring Program Report, 2004
19. Marine Riparian: An Assessment of Riparian Functions in Marine Ecosystems, by Jim Brennan and Hilary Culverwell, 2004
20. Inner Bellingham Bay Juvenile Chinook Study, Lummi Natural Resources Data Report, Lummi Natural Resources Department, May 3, 2005
22. Management Recommendations for City of Bellingham Pocket Estuaries, prepared for City of Bellingham Planning and Development Department, prepared by Northwest Ecological Services, LLC, February 2006 (Revised September 2006)
23. The Bellingham Comprehensive Plan, Chapter 7, Parks, Recreation and Open Space - (completed as a separate component of the 2005 Comp Plan)
25. State of Washington 'The Shoreline Management Act of 1971' RCW 90.58.010
26. Port of Bellingham, Comprehensive Scheme of Fairhaven Harbor Improvements, Draft 2006-7
27. Fairhaven Neighbors 2007 Questionnaire and Replies
30. BMC 16.55, COB Critical Areas Ordinance.

August 13, 2012
32. City of Bellingham and Fairhaven Village Association parking improvement agreement, 18 October 1994
33. Agreement between Fairhaven neighbors, Inc., and City of Bellingham, November 7, 1988. (marked as 0265.ENG, City Attorney)
34. Second Agreement between Fairhaven Neighbors and City of Bellingham, August 22, 1994. (marked as 0471N, City Attorney)
35. Agreement of January 10, 1989 by and between Concerned Southside Citizens and the Port of Bellingham and the City of Bellingham. (Recorded 6-12-89, Auditors NO. 1640153).
EXHIBIT B

FAIRHAVEN NEIGHBORHOOD LAND USE

AREA LAND USE DESIGNATION
1 Urban Village, Fairhaven Neighborhood & Urban Village Plan

NOTE: This Boundary is between lots 4 & 5 and 12 & 13, blocks 31, 32, & 61 Fairhaven Land Co. 1st Addition

EXHIBIT B
## 20.00.070 - Fairhaven Neighborhood and Urban Village Table Of Zoning Regulations

<table>
<thead>
<tr>
<th>Area</th>
<th>Zoning Use Qualifier</th>
<th>Density</th>
<th>Special Conditions</th>
<th>Prerequisite Considerations</th>
<th>Special Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Urban Village</td>
<td>Fairhaven</td>
<td>See BMC 20.37.300 Fairhaven Urban Village</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
FAIRHAVEN NEIGHBORHOOD ZONING

AREA ZONING DESIGNATION
1 Fairhaven Urban Village

Note: This boundary is between lots 4 & 5 and 12 & 13, sections 34, 35, & 01 Fairhaven Land Co.'s 1st Addition.

See Bellingham Municipal Code Title 20 Table of Zoning Regulations for Modifications in the List of Permitted Uses and other Special Provisions for each numbered area.

City of Bellingham Planning Department 2012
Figure 25-7

FAIRHAVEN URBAN VILLAGE

Design Review District

Design Review Areas (BMC 20.25)
- Historic District
- Historic Influence
- Industrial Influence
- Maritime Influence

Fairhaven Design Review District
Fairhaven Historic District

Maritime Influence
Industrial Influence
Historic District

P-1
I-1
I-2
I-3
P-2
P-3
RT-1
RT-2
RT-3
RT-4

0 200 400
Feet

Bellingham Bay

Post Point Estuary
Padden Creek Estuary

MCKENZIE AVE
MILL AVE
LARRABEE AVE
DONOVAN AVE

HARRIS AVE
4TH ST
5TH ST
9TH ST
10TH ST

HORWOOD LN
TERRACE PL
BAYSIDE PL

COW GILDAVE
THEO plank

EXHIBIT E
Fairhaven Urban Village
DESIGN STANDARDS

City of Bellingham, Washington

August, 2012
Created by the
City of Bellingham, Washington
August 13, 2012

In partnership with

The Fairhaven Neighborhood

Nore Winter, Winter & Company
Boulder, Colorado

Artifacts Consulting, Inc.
Tacoma Washington
# 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
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 2012, 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;

6. Provide recommendations for the preservation of historically significant buildings; and

7. Encourage use of "green" and sustainable building practices.
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, the 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.

Photo 1.2. 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 a 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. Exceptions to the preferred conditions may be approved by the City’s Planning and Community Development Director when:

1. An alternative design will provide an equal or better solution that meets the intent of the standard; or
2. Practical difficulties associated with a specific site or use necessitate an alternative solution, provided the solution meets the intent of the standard to the greatest practical extent.

**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.
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/or 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, 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.

Map 2.1. 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.

Photo 2.1. 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.)

Photo 2.2. 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. Encourage property owners to preserve, restore, and / or rehabilitate historic buildings.

c. Alterations and additions made to historic buildings are encouraged to be based on the Secretary of the Interior’s Standards for Rehabilitation.

d. Encourage the replacement of incompatible 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 they are consistent with the composition, scale, proportion, ornament, materials, and craftsmanship typical in the historic district.

f. 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.

Photo 2.3. The Village Books building built in 2004 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.

Photo 2.4. Detail of Village Books building. This compatible infill example uses traditional materials, but uses details that indicate it is of a more recent time.
Chapter 2: FAIRHAVEN DESIGN REVIEW DISTRICT

Map 2.2. Fairhaven Historic District Design Review Area
Historically Significant “Contributing” Buildings

1. Hui Lan Club, 1121 11th, 1123 Finnegan Way (1900)

2. Carnegie Library, 1105 12th (1904)

3. Fairhaven Cash Grocery, 1204 - 06 11th (Built c. 1889, renovated & 2nd story added late 20th century)

4. Swiss Bay Hotel, 909 - 11 Harris (c. 1902 - 1903)

5. Knights of Pythias Lodge, 1209 - 10 11th (1911)

6. Monahan Building, 1209 11th (1900)

7. Schofield Block, 913 - 15 Harris (1902)

8. EMJ Gay Building, 1211 11th (c. 1890)

9. Terminal Building, 1101 - 03 Harris (c. 1889 - 1890)
Chapter 2: FAIRHAVEN DESIGN REVIEW DISTRICT

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

Boundaries for the Historic District DRA are identical to those of the Fairhaven National Historic District. Historic "contributing" buildings are numbered on the map at left, with corresponding images for reference. Street addresses and built dates are taken from the National Register district nomination.
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.

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 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.

**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.

b. Design new buildings to reference elements of and be compatible with neighboring historic commercial or single-family residential building forms.

c. Encourage creativity of design while maintaining a high standard of materials, details, and workmanship.
Chapter 2: FAIRHAVEN DESIGN REVIEW DISTRICT

d. Create a mixed-use area with a pedestrian-friendly street edge and a mix of retail storefronts, residential entries, and public spaces.

e. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.

f. Encourage the replacement of incompatible alterations to historic buildings with more accurate and/or compatible improvements.

g. Whenever possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.

Photo 2.8. New construction in the Historic Influence DRA may be masonry, wood, or other material and may be commercial or single-family in form, depending on owner preference and the context of the surrounding buildings. The building pictured above, built in 1995 at 1215 Old Fairhaven Parkway, uses horizontal lap siding to help provide a sense of scale and visual interest.

Photo 2.9. Pictured above is 1615 12th Street, an example of recent construction in the Historic Influence DRA. The first floor is primarily transparent, in keeping with traditional storefront designs, while upper floors are more solid, with vertically-proportioned windows. Variation in wall planes, and vertical articulation lines create a series of façade modules that are within the range of building fronts seen historically in the area.

Photo 2.7. 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. For example, a canopy is reinterpreted in a contemporary way.
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

a. New non-industrial buildings may reference industrial era while maintaining a high standard of materials, details, and workmanship.

b. Provide a pedestrian-friendly street edge between new buildings and the street curb.

c. Provide public pedestrian connections via sidewalks, walkways and driveways through large developments, as feasible.

d. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.

e. If possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.
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 the industrial era while maintaining a high standard of materials, details, and workmanship.

b. Provide a pedestrian-friendly street edge between new buildings and the street curb.

c. Provide public access via sidewalks, walkways and driveways through large developments, as feasible.

d. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.

e. If possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.
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 new buildings 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:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD</td>
<td>Historic District</td>
</tr>
<tr>
<td>HI</td>
<td>Historic Influence</td>
</tr>
<tr>
<td>II</td>
<td>Industrial Influence</td>
</tr>
<tr>
<td>MI</td>
<td>Maritime Influence</td>
</tr>
</tbody>
</table>

Photo 3.1. The Fairhaven Gardens building provides a good example of a recently built mixed-use building across the right-of-way from the Fairhaven HD DRA.
CHAPTER 3: NEW CONSTRUCTION

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.

Photo 3.2. 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.
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 building mass 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 along the waterfront.

Photos 3.5.a and 3.5.b. 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.

   **Standard:** The minimum height for new development in the Commercial Core is two stories.

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 3.1. **Exception:** Floor-to-floor height minimums are not required in areas that have a 35’ height limit.

<table>
<thead>
<tr>
<th>Table 3.1. Minimum Required Heights for Commercial Mixed-Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>First Floor Retail</strong></td>
</tr>
<tr>
<td>Minimum 14’ floor-to-floor</td>
</tr>
<tr>
<td><strong>Upper Story Office</strong></td>
</tr>
<tr>
<td><strong>Upper Story Residential</strong></td>
</tr>
<tr>
<td><strong>Parapet</strong></td>
</tr>
</tbody>
</table>

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 8' 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 Illustration 3.2.):

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

Illustration 3.1. The diagram above shows how transparency for new construction is calculated at the street level.

Illustration 3.2. 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 upper story windows, individually or in groups, as they appear on historic buildings.

      iii. **Guideline:** The use of arched windows and doorways are encouraged.

      iv. **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.

Illustration 3.3. Upper story windows in historic commercial buildings are typically at least twice as tall as they are wide.

Photo 3.6. 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, are vertically oriented, and solid-to-void proportions are similar to historic buildings.
CHAPTER 3: NEW CONSTRUCTION

i. **Guideline**: On a commercial building, set the primary entry door back an adequate amount from the front facade to establish a distinct threshold for pedestrians. Four feet is a typical recess.

ii. **Guideline**: Use a transom over a doorway to maintain the full vertical height of the storefront.

6) **Intent**: *Entrances should provide a transition from the street to the building interior.*

   a) **Standard**: Primary building entrances shall be at street level. A sunken entrance is not appropriate as the primary access.

   b) **Standard**: If entrances are recessed from the outermost building façade, they must be clearly marked and identified with elements such as lighting, trellises, canopies, architectural elements and signage.

7) **Intent**: *New construction in the HI DRA that is not abutting or across the right-of-way from the HD DRA should respect the character and scale of nearby buildings, creating a sense of visual continuity in architectural materials, scale, and form.*

   a) **Standard**: New construction in the HI DRA that is not abutting or across the right-of-way from the HD DRA may reference the traditional commercial buildings or the traditional single-family residential form.

      i. **Guideline**: New construction outside of the HD DRA may draw from a broader range of architectural styles. Reference to a more residential or contemporary style may be appropriate.

      ii. **Guideline**: New interpretations of traditional building styles that express contemporary architectural trends are encouraged.

      iii. **Guideline**: To maintain the distinction between new and old buildings, new construction that imitates or mimics historic features is discouraged.

   b) **Standard**: In the II, MI, and portions of the HI DRA that are not abutting, or across the right-of-way from the HD, a higher percentage of glass is permitted on upper stories.

![Photo 3.7. Example of new industrial building in Port Townsend, Washington, that references a utilitarian form, materials, and features in its design. New construction that incorporates these types of design interpretations are appropriate for commercial and/or industrial development in Fairhaven’s II and MI DRAs. (Photo courtesy Nora Winter.)](image-url)
a. Commercial Street Frontage

1) **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 the map at right, 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 Map 3.1., 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.

![Map 3.1. Fairhaven Pedestrian-Oriented Commercial Streets.](image)
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 or within 100’ of a block face, whichever is less.

      i. **Guideline:** In, abutting, and across the right-of-way from the HD ORA, 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 Photo 3.9., below.

      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.

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.

      i. **Guideline:** Vary the height of roof parapets and eaves to avoid long, straight lines along the street.
4) **Intent:** For new buildings in the II and MI DRAs, simple forms are appropriate, as are those with varied massing.

   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 align 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.

![Photo 3.11.a. Example of existing industrial buildings in Fairhaven's II DRA.](image)

![Photo 3.11.b. New construction the II DRA that references the form, materials, and massing of older industrial buildings.](image)

5) **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 **Illustration 3.4**).
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 prohibited 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 when they convey a sense of authenticity of color, finish, and detail.

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

a) **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.

![Photo 3.14.](image-url) As pictured above, raising the first floor elevation at least 30" above the street level helps to create a comfortable separation between residential areas located within close proximity (10' or less) to public streets and spaces. A stoop or porch helps to further the separation of private and public space, as does the use of landscaping as a screen or buffer.
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 Buildings

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 Illustration 3.2 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 size 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.

---

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 Illustration 4.1.

1) **Guideline:** Repair rather than replace frames, sashes and decorative features of a building's original windows.

2) **Guideline:** Repair may be 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 caulk 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.

3) **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.

**Photos 4.2. and 4.3.** 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.

**Illustration 4.1.** 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 Photo 3.6. in Chapter 3 for example). 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.

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.
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:** Retain the original appearance of the 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.
CHAPTER 4: ALTERATIONS AND ADDITIONS TO EXISTING BUILDINGS

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.

Illustration 4.2. The three images above illustrate how additions can be made to existing buildings. The first image has a new addition placed to the left side of an original three-story building, the second shows the addition placed to the rear, and the third image shows a roof addition that has been set back from the front of the original building.

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:

   Building and roof orientation: Orientation of building and roof to the street.

   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.

   Front door: The primary entrance into the building. Typically a wood door, sometimes half glazed.

   Windows: Typically double-hung wood windows or similar configuration.

   Trim: Wood that covers transition between building elements. This is sometimes a decorative molding.

   Eaves: Portion of the roof that overhangs the vertical walls.

   Exposed rafters: Structural component at eaves, common in the Craftsman style.

   Attic window or vent: An opening in a gable end.

   Dormer: A window that projects vertically from the roof or wall, and is subordinate to the primary roof.

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 an 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.

Illustration 4.3. 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:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD</td>
<td>Historic District</td>
</tr>
<tr>
<td>HI</td>
<td>Historic Influence</td>
</tr>
<tr>
<td>II</td>
<td>Industrial Influence</td>
</tr>
<tr>
<td>MI</td>
<td>Maritime Influence</td>
</tr>
</tbody>
</table>

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; and
      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.

Photo 5.1. 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.

Photo 5.2. In some cases, such as the porte cochere of the Village Inn on 10th Street, a deck may be appropriate.
CHAPTER 5: ALL PROJECTS

1) **Standard**: In, abutting, or across the right-of-way from the HD ORA, 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, awnings, canopies, 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.

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.

   ![Photo 5.3. Bay windows, turrets, and balconies are encouraged and may extend into the right-of-way provided they enhance the pedestrian environment.](image)

   ![Photo 5.4. Fixed metal awning on Fairhaven Pharmacy.](image)
1) **Standard:** Along Pedestrian-Oriented Commercial Streets (see Map 3.1. 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.

3) **Standard:** In, abutting, and across the right-of-way from the HD DRA, 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.

   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.
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’ tall 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 ORA shall be screened or treated architecturally with window openings, landscaping designed to screen the façade, decorative grills, and/or other approved devices that meet the intent. They shall not be visible from Pedestrian-Oriented Commercial Streets (see Map 3.1. in Chapter 3).

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.
CHAPTER 5: ALL PROJECTS

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's 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.
CHAPTER 5: ALL PROJECTS

8. Mechanical and Electrical Equipment

a. Intent: In the HD and HI DRAs, 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, 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 view from the public sidewalk within one block.

3) Standard: Mechanical units on rooftops shall not be visible from adjacent sidewalks within one block.

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.
20.37.300 - Fairhaven Urban Village - Applicability

A. Regulations specified within Sections .300 through .370 shall apply to the use of land within the Fairhaven Urban Village.

B. Should the provisions of these Sections conflict with any other provision of the Bellingham Municipal Code, except the Critical Areas Ordinance, Shoreline Master Program, Stormwater regulations or BMC 20.28 Infill Housing, the provisions of these Sections shall apply.

C. Nonconformity. Existing uses and structures that are nonconforming as to the use of development regulations of this ordinance and that were lawfully established prior to the adoption of the Fairhaven Neighborhood and Urban Village Plan and development regulations (August 28, 2012) shall be deemed conforming and not in violation of this ordinance. Nonconforming uses and buildings that are damaged or destroyed by sudden accidental cause may be reconstructed to those configurations existing immediately prior to the time the development was damaged, provided that a complete building permit application for repair and reconstruction is submitted within 12 months of the occurrence of the damage or destruction. The Planning and Community Development Director may extend the application deadline upon finding that the applicant is experiencing undue hardship from unforeseen circumstances in meeting the deadline. New construction, other than routine maintenance on existing structures or reconstruction due to accidental causes, shall comply with the requirements of this ordinance.

D. Amendments.

1. The following amendments shall follow the annual comprehensive plan amendment process outlined in BMC 20.20:
   a. Any change within a land use area from one land use classification to another (i.e., Residential Transition to Commercial Core).
   b. Any boundary change between unlike land use classifications (i.e., between Residential Transition and Commercial Core).
   c. Creation of a new land use area with a new land use classification.

2. The following shall be considered through the rezone procedure in BMC 20.19:
   a. Changes in the boundaries between like land use areas such as between two Residential Transition areas.
   b. Changes in the zoning of an “Area” or portion thereof.
   c. Changes in permitted uses and/or density rules shall be considered a rezone, regardless of the land use area in which they appear.

3. All other amendments to BMC 20.37.300 through .370 shall be considered through the development regulation amendment procedure in BMC 20.22.

20.37.310 - Fairhaven Urban Village - Establishment of Boundaries and Land Use Areas

A. The boundaries of the Fairhaven Urban Village and associated Land Use Areas are hereby delineated as shown in Figure .310-A.

B. The Fairhaven Urban Village is divided into various residential, commercial, industrial, and public land use areas. The purpose of these areas is to establish goals, policies, zoning and development regulations that require development to respond to desired intensity, physical and aesthetic characteristics, and neighborhood scale in each area. These areas are intended to ensure development is appropriately scaled and designed, and to encourage uses that are compatible with the surrounding neighborhoods. Applicable development regulations are outlined in BMC 20.37.300 through .370.

1. Commercial Core (CC). The Commercial Core Area is intended to be the densest area within the urban village with the highest concentration of employment and housing. This area has direct access to transit and a wide range of supportive land uses such as retail, office, recreation, public facilities, parks and open space. Emphasis in this area is on the pedestrian environment, the preservation of historic buildings, and the compatibility of new development. Ground floor
2. **Residential Transition (RT).** Residential Transition Areas are adjacent to single family neighborhoods. A mix of residential housing types is encouraged to support the abutting commercial area and provide housing choices for people of various incomes and ages. Some areas may allow specific non-residential uses in addition to the standard range of residential uses. These uses are allowed on a limited basis to provide flexibility without having to create a new land use area for minor differences in land use, to provide a smoother transition from an commercial use to a single-family area, or when incentives are needed (such as to preserve historic housing stock).

3. **Industrial (I).** Industrial Areas are intended to provide for a range of potential uses from "light" industrial uses like research and development to water related industrial uses to "heavy" industrial uses such as intensive warehousing, manufacturing, fabrication, assembly and distribution of goods. Some commercial uses are allowed in certain areas to allow more flexibility.

4. **Public (P).** Public Areas apply to major parcels of land that are owned or leased by public agencies such as city, county and state governments and the Port of Bellingham. Certain public uses may be located in other zoning areas as proscribed in the Land Use and Development Code.
FAIRHAVEN URBAN VILLAGE

Boundary & Land Use Areas

Key
- Commercial Core
- Industrial
- Residential Transition
- Public

Bellingham Bay

Figure 310-A: Fairhaven Urban Village and Area Boundaries Map

August 13, 2012
20.37.320 - Fairhaven Urban Village - Uses

A. Uses are established in Table .320-A, below. Land use classifications are listed on the horizontal axis. Fairhaven Neighborhood Urban Village land use areas are shown on the vertical axis.

1. If the symbol "P" appears in the box at the intersection of the column and row, the use is permitted subject to general requirements for the use and the use area.

2. If the symbol "C" appears in the box at the intersection of the column and the row, the use is permitted subject to the Conditional Use provisions specified in BMC 20.16, and to general requirements for the use and the use area.

3. If the symbol "N" appears in the box at the intersection of the column and the row, the use is not allowed in that area, except for certain short-term uses (see BMC 20.10.040 Temporary Uses).

4. If a (number) appears in the box at the intersection of the column and the row, the use may be permitted in the use area subject to the special limitations indicated in the corresponding "Note" at the end of the table.

5. Use Determination: In the case of a question as to the inclusion or exclusion of a particular proposed use in a particular use category, the Planning and Community Development Director shall have the authority to make the final determination. The Director shall make the determination according to the characteristics of the operation of the proposed use as they relate to similar allowed uses within the use area.
<table>
<thead>
<tr>
<th>LAND USE CLASSIFICATION</th>
<th>CC (2)</th>
<th>RT-1 &amp; RT-2</th>
<th>RT-3</th>
<th>RT-4</th>
<th>I-1 (1)</th>
<th>I-2 (1)</th>
<th>I-3 (1)</th>
<th>P-1 &amp; P-3</th>
<th>P-2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Residential</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Attached Accessory Dwelling Unit per BMC 20.10.035</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>2. Detached Accessory Dwelling Unit existing prior to 1/1/1995, per BMC 20.10.035</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>3. Bed &amp; Breakfast</td>
<td>P</td>
<td>C</td>
<td>P</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>4. Boarding &amp; Rooming Houses</td>
<td>P</td>
<td>C</td>
<td>N</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>5. Co-housing Developments, per BMC 20.10.048</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>6. Confidential Shelters per BMC 20.10.047</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>7. Duplex</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>8. Hotel, Motel, &amp; Hostel</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(3)</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>9. Infill Housing per BMC 20.28</td>
<td>P</td>
<td>P</td>
<td>P(4)</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>10. Manufactured Home Park</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>11. Multi Family</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>12. Night Watchman or Caretaker Quarters</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>13. Single Family, Detached Dwelling Unit with less than 5,500 square feet of total floor area</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>14. Single Family Residence with 5,500 square feet or more total floor area, subject to BMC 20.16.020 S.4.</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td><strong>B. Commercial</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Adult Entertainment</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>2. Commercial Recreation</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>3. Crematory</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>C(1)</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>4. Day Care</td>
<td>P</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>5. Day Treatment Center</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C(1)</td>
<td>C(1)</td>
<td>C(1)</td>
<td>P(5)</td>
</tr>
<tr>
<td>7. Drive-up/Drive-through facility including not visible from the right of way</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>8. Eating Establishment</td>
<td>P</td>
<td>C</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(5)</td>
</tr>
<tr>
<td>9. Live/Work Unit</td>
<td>P(8)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(8)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(5)</td>
</tr>
<tr>
<td>10. Motor Vehicles Sales, limited to automobiles, motorcycles, scooters and recreational vehicles</td>
<td>P(9)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(5)</td>
</tr>
<tr>
<td>11. Nightclub</td>
<td>P(6)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)(6)</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>12. Office including child placement agency, post office, &amp; tourism center</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
</tbody>
</table>

August 13, 2012
<table>
<thead>
<tr>
<th>LAND USE CLASSIFICATION</th>
<th>AREA</th>
<th>CC (2)</th>
<th>RT-1</th>
<th>RT-3</th>
<th>RT-4</th>
<th>I-1 (1)</th>
<th>I-2 (1)</th>
<th>I-3 (1)</th>
<th>P-1 &amp; P-3</th>
<th>P-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>13. Repair of small equipment &amp; items such as appliances, electronics, clocks, furniture,</td>
<td></td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>hand tools, and watches</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Retail Sales, except as restricted in Subsection B.10. above</td>
<td></td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>N</td>
</tr>
<tr>
<td>15. Services, Personal</td>
<td></td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>N</td>
</tr>
<tr>
<td>16. Service Station &amp; Gas Station</td>
<td></td>
<td>P(11)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17. Water-related and dependent uses, including but not limited to: Boat house, Boat</td>
<td></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>N</td>
</tr>
<tr>
<td>ramp, Boat rental and sales, Boat storage, Float plane facility, Marina, Recreation,</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transient moorage, Water based transportation, Web house, and Offices and Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>supporting the same.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

C. Health Care

1. Doctor, Dentist, Medical, & Therapy Office and/or Laboratory                         | P    | N      | N    | N    | P    | N      | N      | N      | P(1)       | N    |
2. Medical Care Facility                                                                    | P    | N      | N    | N    | C    | N      | N      | N      | N          | N    |
3. Service Care                                                                            | C    | C      | C    | N    | C    | N      | N      | N      | P(5)       | N    |
4. Veterinary Service, Animal Hospital & Small Animal Care Shop                           | P(9) | N      | N    | P(9) | N    | N      | N      | P(1)(9) | N          | N    |

D. Public & Semi-Public Assembly                                                           |      |        |      |      |      |        |        |        |            |      |
1. Aquarium, Interpretive Center, Library, & Museum                                        | P    | N      | N    | N    | N    | P(1)   | P(1)   | N      | P(5)       | P(5) |
2. Art Gallery, Art School, and Commercial Art Studio                                      | P    | C      | N    | P    | N    | N      | N      | N      | P(5)       | P(5) |
3. Auditorium, Stadium, and Theater                                                        | P(6) | N      | N    | N    | N    | N      | N      | N      | P(5)       | P(5) |
4. Church and House of Worship                                                             | P    | C      | C    | C    | C    | C(1)   | C(1)   | C(1)   | N          | N    |
6. Convention Center                                                                       | P    | N      | N    | N    | N    | N      | N      | N      | N          | N    |
8. Neighborhood Club/Activity Center                                                       | P    | C      | C    | P    | N    | N      | N      | P(1)   | P(5)       | P(5) |
11. Private Club & Lodge                                                                    | P    | C      | C    | C    | C    | N      | N      | P(1)   | N          | N    |

E. Industrial

1. Automobile Repair                                                                       | N    | N      | N    | N    | N    | N      | N      | N      | P(1)       | N    |
2. Automobile Wrecking                                                                     | N    | N      | N    | N    | N    | N      | N      | N      | N          | N    |
<table>
<thead>
<tr>
<th>LAND USE CLASSIFICATION</th>
<th>CC (2)</th>
<th>RT-1</th>
<th>RT-3</th>
<th>RT-4</th>
<th>I-1 (1)</th>
<th>I-2 (1)</th>
<th>I-3 (1)</th>
<th>P-1 &amp; P-3</th>
<th>P-2</th>
<th>P</th>
<th>NOTES:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Commercial Electric Power Generation per BMC 20.38.030 C.9.</td>
<td></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>C(1)</td>
<td>C(1)</td>
<td>P(1)</td>
<td>N</td>
<td>N</td>
<td>(1) Specific uses may be restricted per the Shoreline Master Program.</td>
</tr>
<tr>
<td>4. Hazardous Waste Treatment &amp; Storage Facility per BMC 20.16.020 H.1.</td>
<td></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>C(1)</td>
<td>N</td>
<td>N</td>
<td>(2) Ground floor commercial may be required in certain locations as shown in the Fairhaven Design Standards contained in BMC 20.26.040 B., Exhibit B, Chapter 3, B.2.b.</td>
</tr>
<tr>
<td>5. Manufacturing and Assembly</td>
<td></td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>N</td>
<td>N</td>
<td>(3) Permitted only when located south of Harris Avenue.</td>
</tr>
<tr>
<td>6. Mini Storage Facility</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>(4) Infill housing uses allowed in RT-3 are limited to Carriage House and Detached Accessory Dwelling Unit, per BMC 20.28.</td>
</tr>
<tr>
<td>7. Monument and Stone Works</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>(5) These uses, when established by a private (not public) entity, require a Conditional Use Permit.</td>
</tr>
<tr>
<td>8. Repair of large equipment such as vessels, vehicles, &amp; floor-based tools</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>(6) Regulated by BMC 10.24.120.</td>
</tr>
<tr>
<td>9. Warehousing, Wholesaling, &amp; Freight Operation</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>(14)</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>10. Water-related and dependent uses, including but not limited to: Aquaculture, Barge loading facility, Boat (ship) building, Boat repair, Dry dock, Net repair, Seafood processing, Ship Cargo terminal, Web house, and Offices supporting the same</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>(14)</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>F. Miscellaneous Uses</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C(1)</td>
<td>C(1)</td>
<td>C(1)</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td></td>
</tr>
<tr>
<td>5. Parking Facility (Retail)</td>
<td>P</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>P(1)</td>
<td>P(1)</td>
<td>P(1)</td>
<td>N</td>
<td>P</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>8. Recreational Vehicle Park</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
</tbody>
</table>

NOTES:
(1) Specific uses may be restricted per the Shoreline Master Program.
(2) Ground floor commercial may be required in certain locations as shown in the Fairhaven Design Standards contained in BMC 20.25.040 B., Exhibit B, Chapter 3, B.2.b.
(3) Permitted only when located south of Harris Avenue.
(4) Infill housing uses allowed in RT-3 are limited to Carriage House and Detached Accessory Dwelling Unit, per BMC 20.28.
(5) These uses, when established by a private (not public) entity, require a Conditional Use Permit.
(6) Regulated by BMC 10.24.120.

August 13, 2012 7
A restaurant may include licensed provision of beer and wine for consumption on the premises when accessory to such food service. Sales of beverages having a higher alcohol content than beer and wine requires a conditional use permit.

The "Work" component in Live/Work is limited to those permitted and conditional uses listed under the applicable zoning subarea in Table 3.20-A.

When entirely enclosed within a structure.

Including Construction Businesses (such as construction offices and storage yards).

May only be located on those properties where they currently exist south of Larrabee Avenue as of August 28, 2012.

Institutions of Higher Education and Art Schools are Permitted. All other schools are Conditional, per BMC 20.16.

The manufacture, compounding, processing, refining, and treatment of significant quantities of the following materials, products or operations is prohibited. For the purpose of this section "significant quantities" consists of a barrel or more at a single time. Acetylene, distillation of alcohol, asphalt and tar, brick, tile, terra cotta, concrete, cement, lime, gypsum, and plaster of Paris, fats, oils and soap, fertilizer, garbage, offal, bones, and the reduction of dead animals, forging or smelting of metal, lampblack, stove and shoe polish, lumber and planing mills, oilcloth and linoleum, paint, shellac, turpentine, and varnish, paper and pulp, petroleum processing and storage, any explosive or highly inflammable material, slaughtering and processing of meat or fish products, tannery and curing of raw hides, chemicals such as acid, ammonia, bleach, chlorine, dye stuff, glue, gelatin and size, automotive wrecking, or junk yards.

Excluding the storage and handling of explosives, ammonia, chlorine, and any other similarly dangerous or toxic substances.

Conditional except for those uses permitted in D.9. above.

Wireless communication facilities may only be allowed as an Accessory Use or Conditional Use under the provisions of Chapter 20.13 pertaining to the location of these facilities in Public zones.

---

20.37.330 - Fairhaven Urban Village - Development Regulations

A. Applicability. The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Fairhaven Urban Village except as follows:

1. Residential Transition Areas 1, 2 and 4. Development in RT-1, 2 and 4 shall comply with BMC 20.28 Infill Housing, BMC 20.30 Residential Single Development or BMC 20.32 Residential Multiple Development unless otherwise specified otherwise herein.

2. Residential Transition Area 3. Development in RT-3 shall comply with BMC 20.30 Residential Single Development unless specified otherwise herein. It shall additionally comply with BMC 20.28 for the following Infill Housing forms:
   a. BMC 20.28.090 Carriage Unit
   b. BMC 20.28.100 Detached Accessory Dwelling Unit

3. Industrial Areas. Development in any industrial zoned area shall comply with BMC 20.36 Industrial Development unless specified otherwise herein.


B. Design Review. See BMC 20.25 and 21.10 for applicable design review areas, standards, and procedures.
### C. Special Development Regulations.

1. Height in Commercial and Industrial Areas.
   
   a. Non-industrial development over 5-stories in height shall incorporate a 15-foot step back above the 4th floor as measured from the abuting street right-of-way and shown in Figure .330-B. A maximum of 50% of wall length above the 4th story may encroach 5 feet into an upper story setback to accommodate bay windows and similar architectural features.
Figure 3.30-A: Maximum allowed heights within the Commercial Core.
August 13, 2012
Figure 330-B: Building Step-Back Required. Floor-to-floor heights are shown for illustrative purposes only to provide context on how the maximum allowed building height may be achieved.

b. Height Restricted Areas. Height is further limited in view corridors and adjacent to residential zoned areas as shown on Figure 330-C and outlined below:

(1) Encroachment into view corridors by architectural features such as bay windows, and rooftop objects such as spires, towers, domes, steeples, mechanical equipment, elevator and stair shafts, smokestacks and ventilators is prohibited.

(2) The maximum height within 15 feet of a property line abutting a Residential Single Zone or a Residential Transition Area shall be 1 story and 18 feet.

Figure 330-C: Height restricted areas within views to geographic features of significance.
2. Optional Setback Regulations in Industrial Areas.
   a. The Planning and Community Development Director may eliminate or reduce the front and
      flanking side yard setbacks if all of the following criteria can be met for the wall length within the
      yard being reduced:
      (1) Zoning directly across an improved street right-of-way is Commercial or Public.
      (2) At least 35% of the building wall area on the ground floor contains transparent windows
          between a height of 2 feet and 7 feet facing the street. The 35% transparent window
          calculation only applies to the section of building within the reduced yard.
      (3) A customer-oriented pedestrian entry faces, and is accessible from, the street.
      (4) All parking facilities are located to the side or rear of the main building.
      (5) The proposed use is retail, eating or drinking establishment, personal or business services,
          amusement and recreation, professional offices, the office component of an industrial use,
          educational facilities, or similar uses as determined by the Planning and Community
          Development Director.
   b. The Planning and Community Development Director may eliminate or reduce the side and rear
      yard setback to 10 feet if all of the following criteria can be met:
      (1) Abutting zoning is Public; and
      (2) The proposed use is retail, eating or drinking establishment, personal or business services,
          amusement and recreation, professional offices, the office component of an industrial use,
          educational facilities or other similar uses as determined by the Planning and Community
          Development Director.

3. Residential Transition Area 4 (RT-4). The following regulations shall be used when converting an
   existing residential building(s) to a nonresidential use(s), or when a site will be redeveloped with a
   non-residential use(s). They are intended to provide incentives for reuse of existing single family
   residential buildings, and to maintain the small-scale character of the general vicinity when new
   development occurs.
   a. Maximum Use Size. Individual non-residential use(s) on a site shall not exceed the floor area
      of:
      (1) Any building(s) on site existing as of August 28, 2012 and originally built for residential use,
          or
      (2) 2,500 square feet of gross floor area per non-residential use for new ground floor
          development. There is no floor area limit on upper floors.
      An addition in floor area to buildings in Subsection a.(1), above may be approved by the
      Planning and Community Development Director when existing buildings are to be joined by a
      mutual addition.
   b. Open Space. A minimum of 10% of the total site area shall be left as an open space when a
      property is developed with non-residential uses.

20.37.340 - Fairhaven Urban Village - Street Improvements

A. Applicability. The regulations of this Section shall apply to all new construction, and to the renovation
   of existing site and building improvements, when the cost of renovation exceeds 50% of the assessed
   valuation of the site and improvements.

B. Requirements.
   1. Abutting streets shall be improved to ¾ standard. Projects abutting Harris Avenue shall also improve
      the abutting sidewalk to accommodate the proposed street designs in the Fairhaven Neighborhood
      and Urban Village Plan.
   2. Minimum sidewalk width in commercial zoned areas is 15 feet and shall include a landscaping strip
      or tree wells adjacent to the street curb. Landscape strips and tree wells shall have a minimum width
      of 4 feet.
3. Modifications to requirements may be approved by the Planning and Public Works Directors when:
   a. Practical difficulties arise in the design and construction of streets due to topographic or geological limitations or other problems inherent or peculiar to the area,
   b. The Directors find that imposition of the required street design would be detrimental to the interest of the neighborhood,
   c. The Directors find that the modifications will provide an equal or better solution that is consistent with the goals and policies in the Fairhaven Neighborhood and Urban Village Plan, or
   d. The street cross-section will include angled parking.

20.37.350 - Fairhaven Urban Village - Parking

A. Applicability. The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Fairhaven Urban Village except as follows:

1. Residential development in Residential Transition Areas shall comply with BMC 20.28 Infill Housing or BMC 20.30 Residential Single Development for corresponding development.

2. The Planning and Community Development Director shall have the authority to waive parking requirements when consistent with an area-wide parking plan and/or district pursuant to BMC 20.12.010 A. The following parking districts shown in Figure 350-A shall remain in effect unless modified by City Council legislative action.
   b. 10th Street Parking District approved under Council Resolution 2003-38.
B. All parking standards in BMC 20.12 concerning general provisions, design provisions and improvement standards shall apply except as provided herein.

C. Uses shall provide parking as follows. Fractions are rounded up to the next whole number.

1. **Residential Uses**: Minimum of 1 parking space per studio, 1-bedroom, or 2-bedroom dwelling unit. An additional 0.5 parking space per unit shall be provided for each bedroom over 2 per unit.

2. **Commercial Uses**: Minimum 1 space per 500 square feet of gross floor area, including office, retail, service, eating and drinking establishments, entertainment, and similar uses.

3. **Industrial Uses**:
   a. **Manufacturing**: 1 for every 5,000 square feet of gross floor area or 1 per employee (working at the same time) whichever is greater.
   b. **Warehousing and Wholesale**: 1 for every 20,000 square feet of gross floor area or 1 per employee (working at the same time) whichever is greater.
   c. **Mini-Storage**: 1 space for every 2,000 square feet of storage area plus 3 spaces for the Manager’s office.

4. If a use is not readily classified within the zoning classifications, then the Planning and Community Development Director shall determine the standards which shall be applied.

5. Buildings existing as of August 28, 2012 are exempt from the requirement to provide additional parking due to a use change.

6. The Planning and Community Development Director may exempt existing buildings listed on the Local, State or National Register of Historic Places from required parking for a one-time floor area expansion provided that (1) the floor area expansion is limited to an area no greater than 10% of the area of the existing building and (2) existing conforming parking on site shall not be displaced.

    Exception: If the listed historic building provides 10% or less of the on-site parking that would be required for an equivalent new building, the Planning and Community Development Director may allow displacement of some or all of the on-site parking.

7. The creation of new improved on-street parking that abuts a project site may count toward on-site parking requirements when the new street parking will increase the supply of improved on-street public parking. The parking and street design shall be consistent with the standards BMC 20.37.340, and subject to Public Works Department approval.

D. **Unbundled Parking**. Unbundled parking means that the parking required of a project is not assigned to building space; it is sold or leased separately.

1. **Purpose**: To make more efficient use of parking that is required of a project but not otherwise used or needed by tenants of the project. Taking into account that the parking required of a project represents the parking demand added to the general vicinity, this parking can then be made available to any on- or off-site use, on a fee or lease basis, to provide more opportunities to satisfy the local parking demand.

2. The provision of unbundled parking is allowed in the following zones: Commercial Core, Industrial, and Public.

E. **Shared Parking**: Shared parking means that parking spaces are shared by more than one user or business that has different parking demand patterns. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately.

1. **Purpose**: To efficiently utilize parking resources where the potential for shared parking provisions with adjacent land uses has been analyzed and found to be appropriate.

2. The Planning and Community Development Director may authorize two or more uses to share parking provided:

   a. The number of parking spaces provided is at least equal to the greatest number of needed spaces for uses operating at the same time.

   b. The developer shall complete a parking demand analysis to demonstrate that the resultant parking will be adequate for the anticipated uses.
c. Shared parking shall be unbundled as necessary to ensure the adequacy of parking in Subsection 2.b. This may require that parking is not assigned or dedicated. All spaces that are to be assigned or dedicated shall be shown/evaluated in a shared parking demand study. Unbundled parking may be leased to off-site uses that are not a party through a shared parking agreement.

d. To ensure that a parking area is shared, each property owner or party must sign a shared parking agreement in a form acceptable to the City Attorney, stating that his/her property is used for parking by another use(s) on the same property, or a use(s) on adjacent property. The applicant must file this statement with the Whatcom County Assessor’s Office to run with the property(s). Shared parking may include use of off-site parking in a commercial parking structure.

e. Parking lots associated with an approved conditional use in a Residential Transition Area may be used as shared parking during off peak hours of the primary permitted use on site upon Planning and Community Development Director approval of a shared parking agreement.

F. Parking Reduction Allowed. The Planning and Community Development Director may administratively reduce parking an additional 20% for projects that, either through adoption of a program or actual parking characteristics of the use, will result in less auto dependence. Such programs or special uses may include, but not be limited to, implementation of a shared car service (i.e., Zipcar™), enhanced bike storage facilities, purchase of WTA transit passes through the Urban Village Trip Reduction Credits (BMC 19.06.040 E. Table 2), installation of covered transit shelters where approved by the Whatcom Transportation Authority and Public Works Department, and senior and affordable housing. The burden of proof of how a program or use characteristics will decrease parking demand shall be on the developer.

G. Parking Design.
   1. Industrial zoned areas. No portion of any open parking facility shall be located within ten feet of any front or side-flanking property line, or within any required yard except for a lane for ingress and egress.
   2. Public zoned areas.
      a. No portion of any open parking facility shall be located within five feet of any property line abutting or across the street from any residential designation except for a lane for ingress and egress.
      b. Improved on-street parking may count toward on-site parking for public uses in areas zoned public.

H. Bike Parking.
   1. Number of spaces required. Bicycle parking is required for certain use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.
      a. The required minimum number of covered bicycle parking spaces is shown in Subsection H.3.b.(2).(c).
      b. The required minimum number of bicycle parking spaces is based on the primary uses on a site. When there are two or more separate primary uses that operate at the same time on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.
   2. Exemptions.
      a. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
      b. No bicycle parking is required for unattended surface parking lots.
      a. Short-term bicycle parking.
(1) **Purpose.** Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.

(2) **Standards.** Required short-term bicycle parking shall be located:

(a) Outside a building;

(b) On the site;

(c) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and

(d) Within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. For sites that have more than one primary building, the bicycle parking shall be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and shall be distributed to serve all primary buildings.

Short term bike parking may be located within the public right-of-way provided the location and design are subject to Public Works Department approval.

### TABLE .350-A: Minimum Required Bicycle Parking

<table>
<thead>
<tr>
<th>Specific Use</th>
<th>Long-term Spaces</th>
<th>Short-term Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Multi-family housing</td>
<td>2, or 0.5 per bedroom and studio unit.</td>
<td>2, or 1 per 20 dwelling units.</td>
</tr>
<tr>
<td>2. Commercial: Retail Sales and Service, including Eating and Drinking Establishments</td>
<td>2, or 1 per 12,000 sq.ft. of gross floor area.</td>
<td>2, or 1 per 5,000 sq.ft. of gross floor area.</td>
</tr>
<tr>
<td>3. Commercial: Office</td>
<td>2, or 1 per 10,000 sq.ft. of gross floor area.</td>
<td>2, or 1 per 20,000 sq.ft. of gross floor area.</td>
</tr>
<tr>
<td>4. Commercial: Off-street parking lots and garages available to the general public without charge or on a fee basis</td>
<td>2, or 1 per 20 automobile spaces.</td>
<td>6, or 1 for each 20 automobile spaces.</td>
</tr>
</tbody>
</table>

**Note:** Wherever this table indicates two numerical standards, such as "2, or 1 per 5,000 sq.ft. of gross floor area," the larger number applies.

b. **Long-term bicycle parking.**

(1) **Purpose.** Long-term bicycle parking provides employees, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.

(2) **Standards.** Required long-term bicycle parking shall be:

(a) Provided in racks or lockers that meet the standards of Subsection H.3.c.;

(b) Located on the site or in an area where the closest point is within 300 feet of the site;

(c) Covered. At least 50% of required long-term bicycle parking shall be covered and meet the standards of Subsection H.3.c.(5). (Covered Bicycle Parking); and

(d) Secured. To provide security, long-term bicycle parking shall be in at least one of the following locations:

   i. In a locked room;
   
   ii. In an area that is enclosed by a fence with a locked gate. The fence shall be either 8 feet high, or be floor-to-ceiling;
   
   iii. Within view of an attendant or security guard;
iv. In an area that is monitored by a security camera; or  
v. In an area that is visible from employee work areas.

c. Standards for all bicycle parking.

(1) **Purpose.** These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

(2) **Bicycle lockers.** Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.

(3) **Bicycle racks.** Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks shall meet the following standards:

(a) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;

(b) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and

(c) The rack shall be securely anchored.

(4) **Parking and maneuvering areas.**

(a) Each required bicycle parking space shall be accessible without moving another bicycle;

(b) There shall be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and

(c) The area devoted to bicycle parking shall be hard surfaced.

(5) **Covered bicycle parking.** Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover shall be:

(a) Permanent;

(b) Designed to protect the bicycle from rainfall; and

(c) At least 7 feet above the floor or ground.

(6) **Signs.** If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main building entrance indicating the location of the parking.

---

**20.37.360 - Fairhaven Urban Village - Landscaping**

A. **Applicability.** The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Fairhaven Urban Village except as follows:


B. **Standards.** All landscaping provided to meet requirements under this Section must meet the standards herein to ensure the long-term health, viability and coverage of plantings. The Planning and Community Development Director may establish standards relating matters including, but not limited to, the type and size of plants, number of plants, concentration of plants, depths of soil, use of low-water use plants, and access to light and air for plants.

1. Development shall provide landscaping in accordance with BMC 20.12.030 except as provided herein.
2. **Street Trees.** One street tree shall be required for every 50 feet of street frontage abutting the property. Said trees shall be installed adjacent to the right-of-way within the property lines or within the right-of-way subject to the approval of the Public Works and Parks Departments.

3. **Surface Parking.**
   a. Surface parking lots with 15 or more parking spaces shall provide internal landscaping at the rate of 20 square feet of landscaped area per parking stall. The landscaping shall include at least one shrub for every 20 square feet of landscaped area, and 1 shrub per enclosed bed. One tree shall be required for every 10 open parking spaces. Vegetation ground cover shall be provided for all landscaped areas that will provide 90% coverage within 2 years.
   b. Drought tolerant materials shall be used for all plantings unless an irrigation system is provided. A 2-year maintenance bond or other financial guarantee acceptable to the City shall be provided in the amount of 50% of the value of the landscaping materials and installation.

---

**20.37.370 - Fairhaven Urban Village - Signs**

A. **Applicability.** The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Fairhaven Urban Village except as follows:

2. Signage for industrial uses in Industrial zoned areas shall comply with BMC 20.36 Industrial Development.

B. **General Provisions.** No sign shall be permitted unless it complies with the provisions herein.

C. **Exemptions.** The following signs shall be exempt from the provisions of this Title:

1. Traffic signs installed by a government agency.
2. Directional, wayfinding program signs installed by a government agency if the signs are consistent with the provisions of the Fairhaven Neighborhood and Urban Village Plan.
3. Tenant Panel and Directory Signs when located within a recessed entry.
4. Interior signs including those painted on the interior of glass windows.
5. Building identification signs or cornerstones are permitted as an integral and architecturally compatible part of the building or structure. Cornerstones shall not exceed 4 square feet and building identification signs shall not exceed 32 square feet. These exemptions shall not contain any colors, words, letters, numbers, symbols, graphic designs, logos or trademarks for the purpose of identifying a good, service, product or establishment.
6. **Directional Signs.**
   a. Directional signs are limited to 6 square feet per sign face and 3 feet in height if free-standing.
   b. The message shall not contain the name of the establishment or advertising of any kind. Examples of directional signs include: “Enter”, “Service Entrance”, “No Parking”, etc.
   c. There is no limit on the number of directional signs.

D. **Standards.**

1. Unless specified otherwise herein, the following signs are prohibited:
   a. Off premise, billboard, and rooftop.
   b. Flashing, video, electronic, revolving, and any other signs that appear to move or vary in intensity. Animated, moving, blinking or electronic (LED or similar) message boards are permitted only in association with theaters.
   c. Halo signs are not permitted within the Historic District (see Figure .370-A).
   d. Signs on building walls facing a residentially zoned area when the property whereon the sign is located abuts a residential zoned area.

August 13, 2012
2. The total gross area of all permanent exterior signs for any one building shall not exceed one square foot of area to one lineal foot of street frontage, or 100 square feet, whichever is more restrictive (logos are included).

3. One monument or pole sign per parcel is permitted whether it is for a single or mixed use. Either sign shall not exceed 60 square feet per face or 6 feet in height measured from existing grade. A pole sign shall be mounted on at least two posts placed at the outmost sides of the sign face.

4. Building mounted signs shall:
   a. Be located to emphasize design elements of the building facade itself.
   b. Be mounted to fit within existing architectural features.
   c. Use the shape of the sign to reinforce the lines of the building.
   d. Not obscure a building’s character-defining features.
   e. Use permanent, durable materials such as painted or carved wood, individual wood or cast metal letters or symbols, or stone (slate, marble or sandstone). Plastic and other synthetic materials are not appropriate.
   f. Be limited to lighting that is subdued, incandescent and front lit from the exterior rather than back lit. Neon signs are permitted.

5. Building mounted signs extending over the street right-of-way shall comply with the International Building Code and the requirements of the Public Works Department.

6. Temporary building signs shall not exceed 32 square feet.

7. Real estate signs are limited to one sign per street frontage, shall be unlighted, and shall not exceed 32 square feet.

August 13, 2012
SUMMARY

Following the public hearing, a series of work sessions and lengthy deliberations on the proposed Fairhaven Neighborhood and Urban Village Plan and related code amendments, the Bellingham Planning Commission has determined that the proposed amendments, as modified by the changes shown in the attached documents, meet the BMC comprehensive plan amendment and rezone decision criteria and should be adopted.

I. Findings of Fact

1. Proposal Description

City staff prepared a package of amendments to the Comprehensive Plan and related amendments to the Land Use and Development Code (BMC Title 20), including:

- A complete update of the Fairhaven Neighborhood Plan, now called the "Fairhaven Neighborhood and Urban Village Plan".
- Amendment to Section 20.00.070 - Fairhaven Zoning Table - to rezone of all the subareas in the neighborhood plan to an "Urban Village" designation.
- Amendments to Section 20.25.020 B., and 20.25.040 B., - Design review process procedures for the Fairhaven Design Review District.
- Amendments to 20.25, - Fairhaven Urban Village Design Standards.
- Other amendments to incorporate the new name "Fairhaven Neighborhood and Urban Village" into the code.

2. Background Information/Procedural History

In December 2007, the Neighbors, the Fairhaven Neighbors Neighborhood Association submitted a full-scale update of their neighborhood plan. A fundamental difference of opinion between the residential neighbors and the property and business owners regarding the future vision for the area was identified during this process. As a result of this difference of opinion, the City did not begin processing the neighborhood plan update proposal until City Council directed staff to move forward on the plan in mid-2010. The public was invited to attend two staff-led listening sessions in December of 2010. The purpose of the sessions was for the project team to gain an understanding of the issues.

Also in December of 2010, a group of property and business owners filed an application requesting the City conduct a full urban village planning process for Fairhaven. City Council directed staff to reorganize the project into one phase that included both a neighborhood plan...
update and an urban village planning process. The Council also reviewed a very specific scope of work and timeline for project. This scope has been followed throughout the planning process.

Council's direction culminated in a City-led effort to bring the stakeholders together, find common ground, utilize professional expertise and technical studies, and formulate a complete package that included the Fairhaven Neighborhood and Urban Village Plan, accompanying development regulations and design standards.

A preliminary draft of the documents was distributed to the stakeholders and the public on December 21, 2011. A public meeting to gather input on these preliminary drafts was held on February 16, 2012. A number of written comments were also submitted. Staff used the comments and the results of the technical studies to revise the December 21 drafts. A final draft of the documents was released to stakeholders, and the public on March 20, 2012 and was the subject of the Planning Commission's review.

The Commission held a public hearing on April 19, 2012 and a series of additional work sessions in April and May 2012. The Commission completed their review process on May 10, and thereafter forwarded these findings and recommendations to the City Council.

3. Public Comment

Obviously, the interest in this project from Fairhaven stakeholders and other interested parties has been significant. To date, nine public meetings have been held, not including the meetings conducted by other City boards and commissions. Many people have commented in writing during the past several months. Staff summarized the comments from the beginning of the process to August 2011, in a "public input report". All written comments were also posted on the City's web site and distributed to the Commissioners.

Approximately 30 people spoke at the Commission's public hearing. The hearing was closed on April 19 but the written record was left open. Many written comments letters were submitted throughout the Commission's review process. The minutes summarizing the comments and the discussion from all the Commission's meetings are attached.

4. State Environmental Policy Act (SEPA) Determination

A non-project SEPA Determination of Non-Significance for the proposal was issued by the City of Bellingham on March 20, 2012.

5. Consistency with the Comprehensive Plan Amendment Decision Criteria

Comprehensive Plan amendments must be found to meet the five decision criteria in BMC 20.20.040.A Specific criteria are as follows:

2a The proposed amendment is consistent with the State Growth Management Act and other applicable laws.

The proposed amendments comply with and help implement the infill, multimodal transportation, economic development, housing, environment, and open space and recreation goals of the State Growth Management Act. The plan and changes in zoning promote alternative modes of transportation, preserve industrial zoned land for industry,
encourages protection of historic buildings and view corridors, recommends steps to
address parking and regional stormwater issues, encourages protection of Padden Creek
and the estuaries, and recommends preservation of the existing open space. The proposed
zoning, design standards and development regulations are intended to implement the goals
and policies in the plan. The Planning Commission finds that the proposal, as modified by
the Planning Commission's recommendations, meets this criteria.

2b. The proposed amendment addresses changing circumstances, changing community values,
and is consistent with and will help achieve the Comprehensive Plan goals and policies.

The Planning Commission finds that circumstances have changed significantly since the
Fairhaven Neighborhood Plan was adopted in 1980. The 2006 Comprehensive Plan calling
for urban villages as an infill strategy had not been adopted. Fairhaven is specifically
identified in the 2006 Comprehensive Plan as a "District Urban Village" that should be
developed at a scale and with a range of uses to serve the entire community.

The proposal is consistent with and will help implement the city's Comprehensive Plan.
Infill, rather than expanding the footprint of the urban area, is the preferred method to
accommodate growth. Urban villages like Fairhaven are a key component of the infill
strategy. The Comprehensive Plan defines an urban village as an area that:

- Contains a mix of commercial, residential, and service uses;
- Provides jobs, services and amenities within walking distance of area residents;
- Is designed for pedestrians, bikes and transit, as well as the automobile;
- Facilitates strong community connections and interaction by serving as a neighborhood
  focal point and providing active public spaces; and
- Promotes sustainability and quality design.

The Comprehensive Plan designates Fairhaven as a "District Urban Center", defined as an
area designed and intended to serve the entire community while remaining accessible to
those living or working nearby. In addition to Fairhaven, other examples of District Urban
Centers include the Sunset Square and Barkley Village areas.

The Comprehensive Plan also identifies Fairhaven as a "Tier 1" urban village. This
designation is intended to acknowledge that the area is already developed with a mix of
commercial, residential, industrial and public uses typical of an urban village. The Tier 1
designation also recognizes that the regulatory framework is already in place to allow the
village to continue to develop (i.e. appropriate zoning, design standards, and development
regulations). This is in contrast to the lower tier villages in the Comprehensive Plan, where
minor to extensive redevelopment, property assemblage and regulatory changes (rezones)
are needed in order for a true, mixed use village to develop. As a result, areas like
Fairhaven (and downtown, another Tier 1 village), are very important in terms of
accomplishing the infill goals of the comprehensive plan.

The proposed FNUV plan supports Comprehensive Plan goals regarding alternative modes
of transportation. It promotes, and the new development regulations allow, a number of
housing forms. The plan sets the stage for the continuation of the "working waterfront" in
the industrial areas. The plan includes, as one of the framework goals, "Fulfill Fairhaven's
role as a model vibrant, successful urban village". The FNUV plan is intended to help
accomplish this goal. The Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

**2c. The proposed amendments will result in long-term benefit to the community and is in the community's overall best interests.**

Having successful urban villages is in the community's best interest. The benefits of this type of development as opposed to greenfield development, are well documented. Beyond that, many residents of this city have an emotional attachment to Fairhaven. Its continued success is very important. The plan attempts to address this by creating an environment where the village can continue to be successful. Examples include goals and policies regarding multimodal transportation, reserving land for jobs, preservation of open space, and improving access to the waterfront. The plan's recommendations to address the parking issues, to reserve the industrial zones primarily for industry, to fill in the gaps in the pedestrian and bicycle circulation network, to preserve the environmental resources in the neighborhood, and to establish view corridors are all intended to benefit the community. The Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

**2d. The proposed amendments will not adversely affect the public health, safety or general welfare.**

The proposed amendments promote a compact and sustainable land use pattern, consistent with the goals of the Comprehensive Plan. The plan, design standards and development regulations promote development that centers on people and their quality of life rather than planning around the automobile. This includes the creation of public spaces, bike and pedestrian amenities, a variety of housing choices, a variety of services and job opportunities within walking distance and high-quality building and site design.

There are no known environmental constraints that would result in economically unfeasible development. This area is adequately served by utilities such as sewer and water and public services such as police, fire, schools, transit and parks. The City’s environmental protection rules are intended to protect and preserve environmentally sensitive areas. Individual project will be subject to further environmental review under the State Environmental Policy Act. Also, future development and redevelopment will be required to show that there is capacity in the City’s water distribution and sewer and stormwater conveyance and treatment systems to handle the impacts from the proposed development. If facilities are not adequate, the development cannot proceed until improvement are made. The same is true for the transportation/circulation system serving the urban village. Individual development projects must pass the City’s “concurrency” test, or provide any improvements that are required. As a result, the Planning Commission finds that the proposal, as modified by the Planning Commission’s recommendations, meets this criteria.

*(5) If a concurrent rezone is requested, the proposal must also meet the criteria for rezones in BMC 20.19.030. A.*

See next page.
Rezone Decision Criteria, BMC 20.19.030. A.

1. *The proposal is consistent with the Comprehensive Plan or corresponds to a concurrent Comprehensive Plan amendment application.*

   See the findings under Comprehensive Plan amendment criteria 2a and 2b. The Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

2. *The proposed rezones will not adversely affect the public health, safety and general welfare.*

   See the findings under Comprehensive Plan amendment decision criteria 2d. The Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

3. *The rezone is in the best interests of the residents of Bellingham.*

   See the findings under Comprehensive Plan amendment decision criteria 2c. The Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

4. *The subject property is suitable for development in general conformance with the zoning standards under the proposed zoning district.*

   While the zoning designations are changing, the allowed uses are similar to what is allowed under the current zoning. Therefore the Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.

5. *Adequate public facilities and services are, or would be, available to serve the development allowed by the proposed rezone.*

   The proposed changes to zoning and the development regulations could actually result in less development capacity in the urban village than is allowed under the current zoning. Also, future development and redevelopment will be required to show that there is capacity in the City's water distribution and sewer and stormwater conveyance and treatment systems to handle the impacts from the proposed development. If facilities are not adequate, the development cannot proceed until improvement are made. The same is true for the transportation/circulation system serving the urban village. This is also true for the transportation system, where the modeling work done for the plan update showed that the arterial streets in and surrounding the Fairhaven urban village have available capacity to accommodate the additional traffic expected from the forecasted development. Individual development projects must pass the City's "concurrency" test, or provide any improvements that are required. As a result, the Planning Commission finds that the proposal, as modified by the Planning Commission's recommendations, meets this criteria.
6. It will not be materially detrimental to uses or property in the immediate vicinity of the subject property.

The proposed amendments promote a compact and sustainable land use pattern, consistent with the goals of the Comprehensive Plan. The plan, design standards and development regulations encourage development that is compatible with the character of Fairhaven. View corridors down right-of-way are established and will be protected under the Commission's building height and stepback recommendations.

There are no known environmental constraints that would result in economically unfeasible development. The City's environmental protection rules are intended to protect and preserve environmentally sensitive areas. Individual project will be subject to further environmental review under the State Environmental Policy Act. As a result, the Planning Commission finds that the proposal, as modified by the Commission's recommendations, satisfies this criteria.

7. It is appropriate because either:
   1) Conditions in the immediate vicinity have changed sufficiently since the property was classified under the current zoning that a rezone is in the public interest; or
   2) The rezone will correct a zone classification or zoning boundary that was inappropriate when established; or
   3) The rezone will implement the policies of the comprehensive plan.

It was established that the proposal will implement a number of comprehensive plan goals and policies in Comprehensive Plan Amendment Review Criteria #2b. As a result, the Planning Commission finds that the proposal, as modified by the Commission's recommendations, satisfies this criteria.

II. CONCLUSIONS

Based on the written record and the information presented at the public hearing and during the work sessions, the Planning Commission concludes:

1. The proposed amendment to the Comprehensive Plan to adopt a new plan for the Fairhaven Neighborhood and Urban Village is consistent with, and will help implement, the goals and policies of the Bellingham Comprehensive Plan.

2. The proposal to change the zoning to an Urban Village designation is needed to implement the FNUV plan.

3. The proposed amendments to BMC Title 20 to adopt new development regulations, design standards and revise the design review procedural requirements are appropriate and needed to implement the goals, policies and recommendations in the FNUV plan.

4. The proposal, as modified by the Commission, recognizes that unlike plans for new urban villages, the Fairhaven area has a 100-year history and established development pattern. Building height limits and other development regulations should acknowledge and reflect this.
5. The proposal, as modified by the Commission, achieves an appropriate balance between the economic development and infill goals of the City, with other goals intended to preserve and enhance the historic character of Fairhaven.

6. The proposal, as modified by the Commission, is intended to maintain livability in the urban village and surrounding neighborhoods while allowing new appropriately-scaled infill development projects.

7. The recommendations to further study the parking and regional stormwater issues should be completed as soon as possible to address two widely identified challenges to maintaining and promoting the continued success of the Fairhaven urban village.

III. RECOMMENDATION

Based on the foregoing findings of fact and conclusions, the Bellingham Planning Commission recommends that the City Council approve the March 20, 2012 version of the Fairhaven Neighborhood and Urban Village Plan and related amendments to BMC Title 20 as modified in the attached documents.

ADOPTED this 10th day of May, 2012.

Planning Commission Chairperson

ATTEST:

Recording Secretary

APPROVED AS TO FORM:

City Attorney