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FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN

City of Bellingham

Draft – December 21, 2011

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REFERENCE MATERIALS

City of Bellingham Documents:

- *Bellingham Comprehensive Plan*
- *Comprehensive Water and Sewer Plan*
- *Shoreline Management 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 a 45-acre neighborhood located at the south end of Bellingham that 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 first plan was developed in 1980. The purpose of this plan is to identify goals, set guiding policies, and make related proposals 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 does not overlay over any other adjacent neighborhoods. 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.



Fairhaven's challenge is to address diverse needs in a way that preserves the neighborhood as a prosperous, livable, historic district 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 village serves. Compatibility of design, connections within Fairhaven, and with surrounding areas, was of paramount importance in developing the plan.

Specific implementing regulations work in tandem with this document (BMC 20.37) and are adopted to codify the policies and vision.

Definition of Terms

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

Goal	* A desired result that is envisioned, planned for and committed to.
Policy	* Principles that support general goals and are intended to guide or constrain actions.
Proposal	* A suggestion put forward for consideration.

Key Planning Goals

These goals form the basis of the Plan, and help provide an overall structure for the additional policies and proposals:

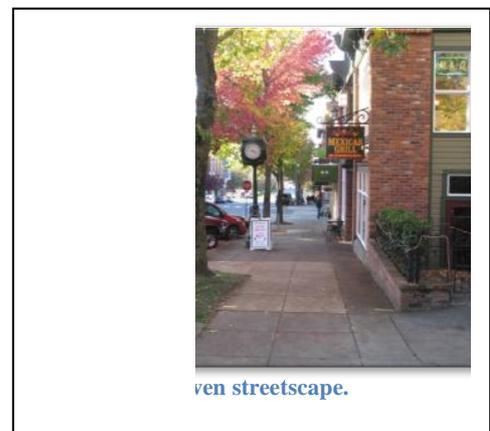


Relationship to the Comprehensive Plan

All of Bellingham's Neighborhood and Urban Village Plans are part of the [2005 City of Bellingham Comprehensive Plan](#) and provide a policy framework specific to each neighborhood and urban village. Neighborhood and Urban Village Plans convey important information about values and unique character and help define specific visions and goals for the future, while providing consistency with the overall goals from the *Comprehensive Plan*.

The *Comprehensive Plan* states that anticipated population growth should be accommodated primarily through the creation of a series of urban centers. An urban center (also known as an "urban village") is an area that:

- Contains a mix of commercial, residential, and service uses;
- Provides amenities and necessities within walking distance;
- 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* identifies Fairhaven as a “District Urban Center,” and defines it as an area designed to serve the entire community while remaining accessible to those living or working nearby. District Centers are subordinate to the City Center, Bellingham's Downtown. In addition to Fairhaven, other examples of District Centers include Sunset Square and Barkley Village.

Unlike the City's other urban village plans that create opportunities for future development, such as Old Town and Samish Way, Fairhaven contains established development 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 26).

Fairhaven is a compact, diverse, centralized district with outstanding multi-modal connectivity providing easy access to arterials, services, and established park and trail systems. The dynamic business and 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 have contributed to the information gathering, analysis and writing required to produce this 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 Bellingham Planning Academy for Neighbors held in 2006 held by the City's Planning and Community Development Department, Fairhaven Neighbors led a planning process to generate a full-scale update of their 1980 neighborhood plan. Using surveys, committees, and open public meetings, the neighbors created a plan update that was submitted in December of 2006. A disconnect was created as a result of this process between the residential neighbors and the downtown Fairhaven property and business owners.

The City delayed processing of the neighborhood plan proposal until City Council directed staff to phase the project and move forward on the plan in mid-2010. The public was invited to attend two 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 the complete Fairhaven Urban Village planning process in 2011. Council directed staff to reorganize the project into one phase that included a neighborhood plan update as well as an urban village planning process.



Figure 3 Public meeting November 16, 2011.

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 includes the Fairhaven Neighborhood and Urban Village Plan, accompanying development regulations and new Fairhaven Neighborhood and Urban Village 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.

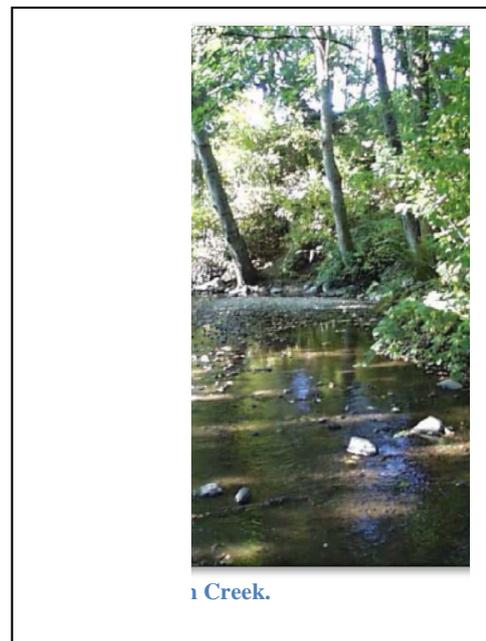
Fairhaven Key Planning Principles and Values

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

Weaknesses and threats to manage and overcome:

- Current and future parking limitations
- Limited direct access to the waterfront
- Lack of building height limitations in certain areas
- Increasing traffic and urban village "sprawl" into adjacent residential areas
- Unclear 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 guide the planning effort. These included:

- Fairhaven Neighborhood and Urban Village Parking Plan – *Transpo Group*
- Historic Resource Survey and Inventory Report – *Artifacts Consulting, Inc.*
- Design Review Guidance – *Nore Winters, Winters & Co.*
- Traffic Analysis and modeling – *City of Bellingham*
- Pedestrian and bicycle counts – *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.

Draft Plan Proposals Meeting

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. Staff used this input to finalize the Fairhaven Neighborhood and Urban Village Plan, development regulations and Fairhaven Neighborhood and Urban Village Design Standards.

Chapter 1: Neighborhood Character

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. 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 salmon camp at its mouth referred to by the Lummi people as Seeseelichem. The creek, which today cuts across Harris Avenue near 8th and empties into an estuary on Harris Bay, provided drinking water on a wind protected, deep water moorage for the first European sailors to visit Bellingham Bay in the 18th Century. East of the mouth of Padden Creek, the land rose to small hill at the southernmost edge of Bellingham Bay once known as Poe'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 "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 city's cemetery since 1862, was leveled to create additional wharfs for shipbuilding and landings.



Property of Special Collections, University of Washington Libraries

Figure 5 Fairhaven Hotel, 1890. Source: Special Collections, University of Washington Libraries.

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 hilltop 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 cap the red brick town that rolled up the shoulder of Sehome Hill from Harris Bay and placed Fairhaven in the foreground for passengers arriving by ship to Bellingham Bay.

The development of Fairhaven was directed in large part by the Fairhaven Land Company owned by Nelson Bennett, 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).



Figure 6 Looking North on 12th Street, early 1900's.

Buildings from this period are constructed on standard 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. Demming 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). Smaller canneries, box and can manufacturers, 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 around 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 1913 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 west on Harris to north south on 11th and 12th. 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 dependant enterprises.



Figure 7 Fairhaven in the 1970s showing the Monahan, Dirty Dan's and Terminal buildings prior to restoration. Source: Whatcom Museum of History and Art Archives.

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 Western Washington University (then College) founded a non-traditional resident school called Fairhaven College followed two years later by Huxley College of the Environment. The campus expanded to the south toward Happy Valley and the neglected south side of Bellingham. The growing academic community that developed around the colleges at Western began to occupy and enliven the moribund commercial district of Fairhaven and students and faculty populated the working class houses and residential neighborhoods. 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 village.

In the early 1970's investor, developer and Fairhaven native, Kenneth Imus, began to purchase and improve several of the important historic buildings 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.

Today, the industrial fabric of Fairhaven that once blanketed both sides of Harris Avenue below Padden Creek has been largely erased leaving vacant tracks of property on the south side of Harris and a

scattering of shop buildings, warehouses and garages located primarily along McKenzie Avenue west of 4th Street and in the South Terminal area. In more contemporary times, the location of the Alaska State Ferry terminal and Amtrak passenger rail station have brought visitors and travelers to lower Harris Avenue and the Fairhaven Historic District.

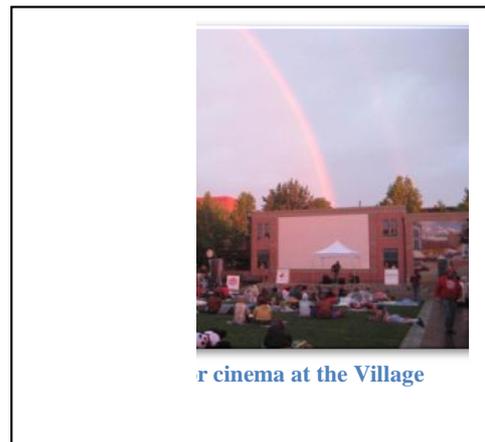
Beginning in 1995 and through 2005, Fairhaven saw an intensive period of new construction within and immediately outside the historic district. With mostly success, the new construction has contextually reused the historic forms, scale and exterior materials that define the district observing property plat lines, streetscape manners and shared fresh air and views. The density and compact character that Fairhaven's commercial center exhibited during its most active historic period is being revisited and rivaled by the most recent boom.

The Area Today

While Fairhaven is today one of Bellingham's smaller neighborhoods, it is 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.

Today the Fairhaven Neighborhood has a population of approximately 1,017 in an area of .3 square miles (about 192 acres), an area only 4% of its original size. 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**.

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.



The Fairhaven population has encouraged development of a **range of housing types** that honor the historic architectural tradition of Fairhaven and respects the natural environment, while providing housing opportunities for a diverse mix of incomes and cultures.

Capital Facilities in Fairhaven have created an environment that fosters public safety, support for commercial and industrial enterprises, and lifelong learning through nearby schools and the library.

Fairhaven has become a leader in **multi-modal transportation** that includes ferry, bus and rail hubs as well as a pedestrian and bicycle-friendly atmosphere. This plan addresses traffic, pedestrian safety and parking challenges that have evolved through rapid growth in the neighborhood since 2000.

The **natural areas** in Fairhaven are being **preserved**, protected, and restored. Padden Creek and the Padden Creek Estuary are thriving natural systems that are enjoyed by residents and visitors. The Post Point Great Blue Heron Colony and restored Post Point Lagoon area adjacent to the city's sewage treatment plant are abundant with wildlife, and provide trail access and recreational areas for residents and visitors.

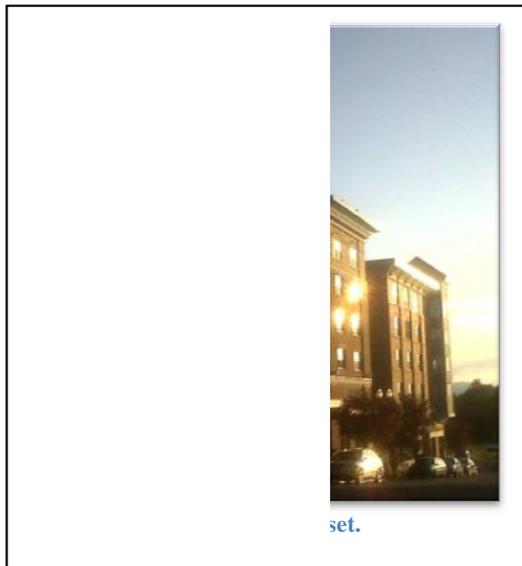
The Fairhaven Historic District is a thriving and charming commercial destination that serves all the Southside neighborhoods, the wider community, visitors, and is a place where people live, work, visit

and explore in comfort and close proximity with each other and with the natural environment. Although numerous significant buildings from the past are now gone, Fairhaven is fortunate to retain seventeen nationally recognized historic buildings from around the turn of the 19th century, built during a time of prosperity for Fairhaven.

Public Facilities

Fairhaven houses the Bellingham Cruise Terminal and the Bellingham Transportation Center, offering Amtrak, Alaska Ferry, local ferry, Greyhound and local bus services. Bellingham Bay provides a sheltered anchorage from the prevailing southwest winds, but is only deep enough to accommodate vessels of moderate size.

Redevelopment Potential



The land capacity model for the Fairhaven core assumes 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.

The analysis also 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:

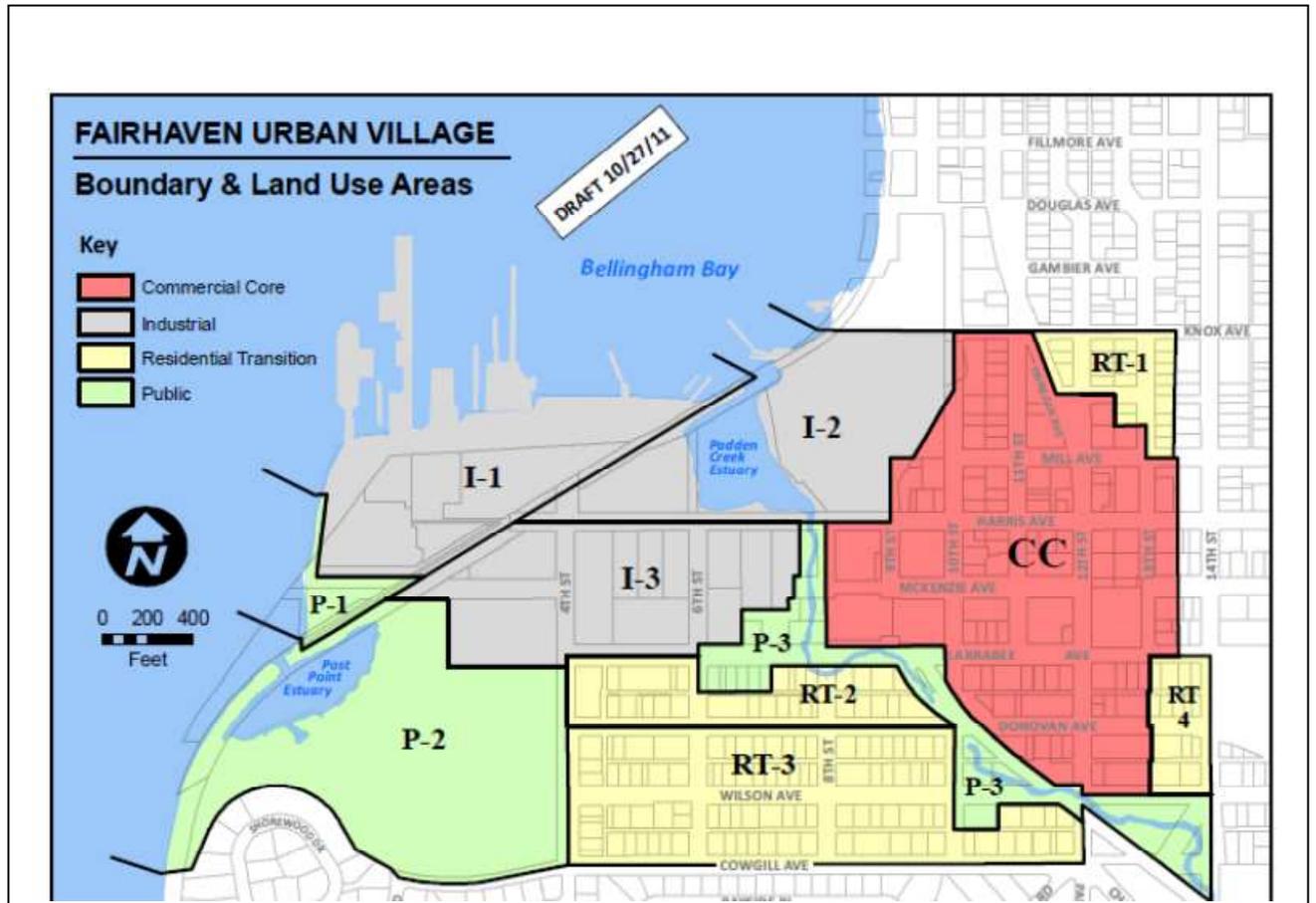
- Vacant 3.4 acres of land could support 218 new housing units and 71,000 square feet of commercial space.

- Partially developed 0.6 acres of land are restricted due to parcel configuration and adjacent uses. They 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 1/3 of these parcels will develop in the planning period.
- Adding the vacant, partially vacant, and potentially re-developable capacity together results in a total estimate of 288 new housing units and 89,000 square feet of commercial space within the planning period.

Chapter 2: Subarea Descriptions and Land Use

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



BMC 20.25. Fairhaven Neighborhood and Urban Village Development Regulations ([CLICK HERE](#) to view) describes the allowed uses and other requirements for development.

The Fairhaven Comprehensive Plan Land Use Map depicts the entire Sub-area ([CLICK HERE](#) to view).

A. ECONOMIC DEVELOPMENT POLICIES

Goal 2A.1 Enhance Fairhaven's economic viability in terms of the quality of life of its residents, the success of its businesses and the generation of tax revenue for the City of Bellingham.

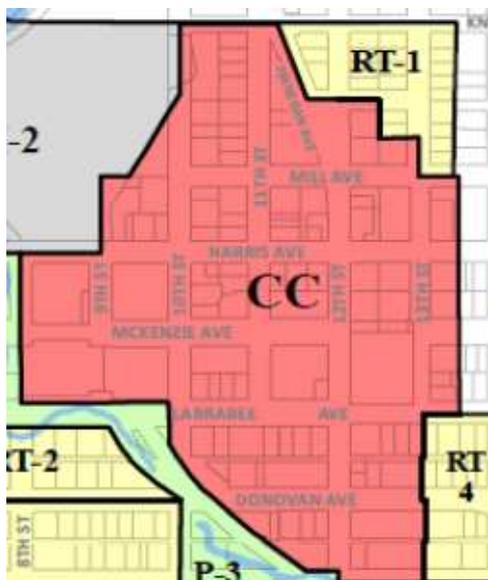
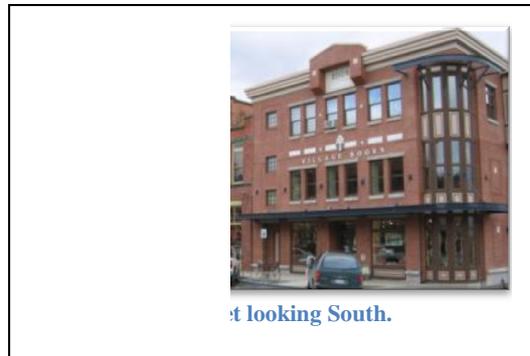
Policy 2A.2 Employ mixed-use designs to infill vacant and/or underdeveloped lots in the core of the Fairhaven neighborhood.

Policy 2A.3 Support the efforts of the Old Fairhaven Association to formulate and implement an ongoing, comprehensive marketing program for Fairhaven.

Policy 2A.4 Support and attract unique, innovative, promising businesses that demonstrate commitment to building community, to stewardship of the environment and to exemplary customer service and employee relations. These businesses should complement the context, character and values of Fairhaven, provide its basic needs (such as employment, food, clothing, hardware, personal services, etc.), and enhance its standard of living.

Policy 2A.5 Encourage the Port of Bellingham to provide suitable public moorage and launching access to Bellingham Bay.

Policy 2A.6 Encourage and support continuation of the farmer's market at the Fairhaven Village Green.



COMMERCIAL CORE

This area contains the core of the Fairhaven Business District, including the Historic District. It is identified in the *Bellingham Comprehensive Plan* as a “District Urban Village”. These urban villages are intended to 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 the Chuckanut Square housing development. The Historic District is the heart of commercial Fairhaven, and contains the greatest concentration of historically significant properties in the neighborhood. Historic preservation requirements apply in this area.

The housing constructed in recent years has created a strong residential component in the area, with a focus on easy pedestrian and bicycle access to services and

amenities, and a more urban, but still relaxed, lifestyle.

Generally, any before new buildings can be constructed or significant changes made to existing buildings; an applicant is required to apply for design review approval. *Please refer to the Fairhaven Design Guidelines and Standards, as well as design regulations located in BMC 20.25 for specific direction on design review and process.*

Policy 2.1: Use the Fairhaven Urban Village design review process, guidelines and standards to encourage pedestrian-friendly attributes, protect the Historic District, maintain unique Fairhaven character, and preserve public view corridors towards the bay and islands.

Warehousing is no longer appropriate in this area and has been removed as a permitted use.

Policy 2.2 In order to maintain a pedestrian-friendly streetscape, parking should not be permitted between the building and the street.

Where such parking has been in place and is necessary to the nature of the business, an exception could be made with no increase in size of parking area and mitigation such as buffering. See the **Parking Chapter** for more information on parking.

Policy 2.3 Commercial uses should be required at the street front to enhance the pedestrian orientation and activate the street.



11 Pedestrian-oriented streetscape on 10th.

Fairhaven Village Green is a one-third acre public park located within the center of the Fairhaven Business District at 10th & Mill. It is managed by the Bellingham Parks Department and is used for community gatherings and events. This central space is important for

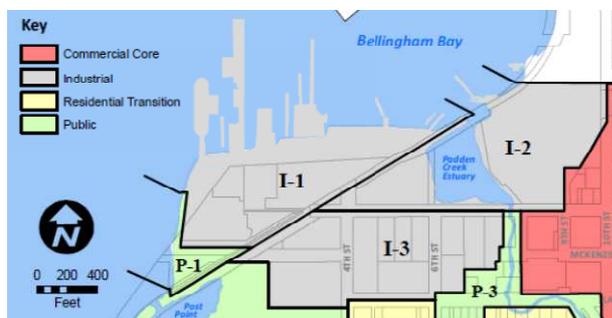


fostering a sense of community and occasional higher levels of noise and crowds should be allowed. This area, built by public donation, is significant for the community and should be cherished and maintained.

The Commercial Core development pattern may extend to the areas south of Harris between 10th and Padden Creek, and along 12th Street south of McKenzie. Redevelopment and infill opportunities exist in both areas. Padden Creek will be protected under the Critical Areas Ordinance as redevelopment occurs. The creek also provides a buffer for the residential areas to the south. Safe pedestrian access to

and from the business district and nearby elementary schools, and Fairhaven Middle School is important. See the **Multi-modal Transportation Chapter** for more information on pedestrian amenities.

INDUSTRIAL AREAS



AREAS Industrial-1 and Industrial-2

These two areas are industrial-zoned properties situated around the Fairhaven Harbor and Padden Estuary and owned and/or managed by the Port of Bellingham. These areas house a wide variety of waterfront industries and regional transportation center, 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

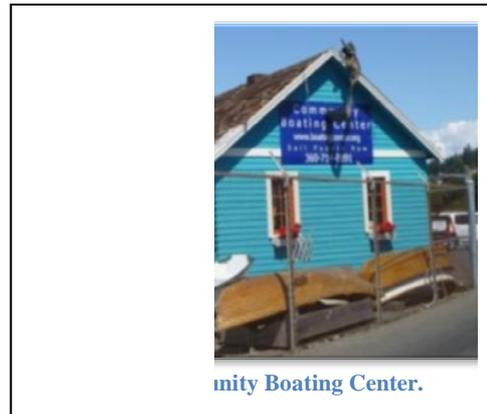
areas. Primary concerns for the area are job retention, economic development, stormwater management, preservation of marine habitats, public access to the waterfront, and view protection. The following policy statements and the zoning in these areas is consistent with the City's comprehensive plan goal to

preserve the “working waterfront” areas of our community while also providing opportunities for public access to the waterfront.

Policy 2.4 Preserve existing jobs and sustain economic development by supporting uses that are compatible with the waterfront location and adjacent commercial and nearby residential areas.

AREA INDUSTRIAL-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 to address pedestrian access and design review. All uses within the 200' shoreline jurisdiction are subject to the Shoreline Master Program.



AREA I-1 LAND USE DESIGNATION: Industrial

AREA INDUSTRIAL-2

The western half of this area north of Harris Avenue 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. Fairhaven Marine Industrial Park is located on the eastern side. Several commercial businesses are also located within this area. All uses within the 200' shoreline jurisdiction are subject to the Shoreline Master Program.



Padden Creek Estuary that connects with the Community Boat Launch.

Policy 2.5 Pursue opportunities for habitat enhancements on the east side of Padden Creek Estuary.

Policy 2.6 Improve pedestrian access to the waterfront by using the existing railroad crossing on the west side of

The eastern half of this industrial area has an important role in the future improved connection between the uphill 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. In the future, the additional Port-owned industrial property located to the north in the South Hill neighborhood may be consolidated into Area I-2.

Policy 2.7 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.

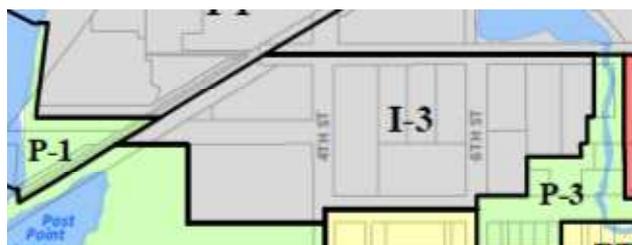
Policy 2.8 Views along the Mill Avenue right of way extended from the Commercial Core to the water should be preserved.

AREA I-2 LAND USE DESIGNATION: Industrial

AREA INDUSTRIAL-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. A Port-owned strip of land east of 4th Street provides long-term parking for the Bellingham Cruise Terminal and Fairhaven Station.

Policy 2.9 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 Larrabee A Greenways Trail has been constructed in the Larrabee ROW near 4th and near 8th. Larrabee should not be altered from its current undeveloped state.



Policy 2.10 New construction along Harris Avenue should integrate with and reflect the design elements of the Commercial Core, and incorporate pedestrian accessibility.

This is a transitional area between the residential area to the south, the transportation center, and the industrial/waterfront areas to the north and west. Pedestrian access down Harris Avenue will provide a safe and attractive connection between Marine Park, the Multi-modal Transportation Center, Padden Estuary, and the Commercial Core of Fairhaven. This area includes one of the few, large undeveloped areas of Fairhaven, therefore open space or public amenities should be incorporated in development of this area.

Although Light Industrial land is minimal in the city, the expansion of Fairhaven as an urban village suggests a more mixed use in this area, as suggested by the Waterfront Futures group. At the same time, this area is not appropriate for a primarily residential area. A mix of light industrial, commercial, and no more than 25% of constructed floor area for residential use may be appropriate. 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.

Policy 2.11 Views along the McKenzie Avenue right of way extended from the Commercial Core to the water should be preserved.

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 significant remodel of a large existing industrial building. The area south of McKenzie Avenue has been purchased by the City for future expansion of the Post Point Wastewater Treatment Plant.

Policy 2.12 All development will comply with regional air quality and state noise standards.

Policy 2.13 All new development should be compatible with the character of the Fairhaven neighborhood and the surrounding maritime industrial and transportation area.

Policy 2.14 Provisions for improved pedestrian access to this area 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 shall apply.

The Critical Areas Ordinance and the Shoreline Master Program will determine buffers and protection for Padden Creek and Padden Estuary. Stormwater issues will also be addressed by City of Bellingham codes.

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

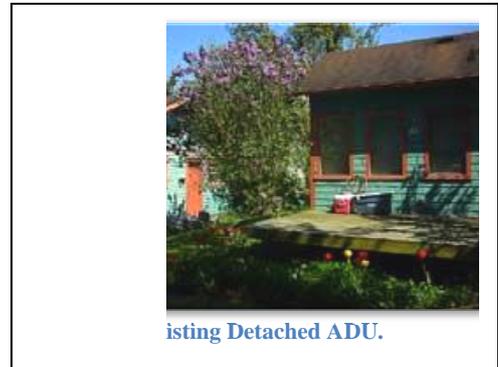
RESIDENTIAL AREAS

B. HOUSING POLICIES

Policy 2B.1 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 2B.2 Encourage innovative Infill Housing Toolkit forms in the residential parts of the neighborhood.

Policy 2B.3 Work with adjacent neighborhoods to maximize infill opportunities that provide a full spectrum of housing types and price levels to implement the urban village concept.



Policy 2B.4 Participate in affordable housing projects to ensure the broadest spectrum of housing options in the neighborhood, e.g., Kulshan Community Land Trust projects.

Policy 2B.5 Encourage new residential development in the neighborhood to include an element of affordable housing.

RESIDENTIAL TRANSITION 1

This area is primarily developed as a single-family residential area that is zoned residential multi. This area is close to the Commercial Core area. 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

This area is bound by Donovan and Larrabee Avenues and Padden Creek and 4th Street. It is designated as multi-residential and is a high density transition area between the more mixed development to the north and the single residential areas to the south.



Policy 2.15 Larrabee Avenue should not be developed for vehicular traffic and the trail and buffer should be maintained through this area.

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

RESIDENTIAL TRANSITION 3

RT-3, called "Old Fairhaven," is an eclectic single-family area between Donovan and Cowgill Avenues and between 4th and 10th Streets, with an extension in the southeast corner to 12th Street. Five thousand sq. ft. is the minimum lot size. This area is characterized by a quiet setting with natural landscaping, and a mix of housing styles that includes a base of turn of the century housing with various eras since sprinkled throughout.

Architecture is varied both in age and style. This diversity is important in maintaining the history and neighborly character of the area. At the same time, some common elements should be supported:

preservation of older homes; large, uniform setbacks that follow the housing line; limited impermeable surfaces; open spaces around homes; and parking behind houses and along alleys. Gardens, green fronts, and unimproved narrow streets have created a friendly, semi-rural feel despite the rather dense housing. Pedestrian use of streets and trails link neighbors to each other and to surrounding areas. Sidewalks are not warranted nor desired. The area has some open lots and opportunities for redevelopment.

Policy 2.16 RT-3 should remain a single-family area, maintaining the separation from commercial/industrial areas to the north. Detached Accessory Dwelling Units and Carriage Houses are appropriate options for this area, and the design regulations in the Infill Housing Toolkit apply to all new accessory units.

AREA RT-3 LAND USE DESIGNATION: Single Family Residential, Medium Density, Detached ADU and Carriage Houses allowed

RESIDENTIAL TRANSITION 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.

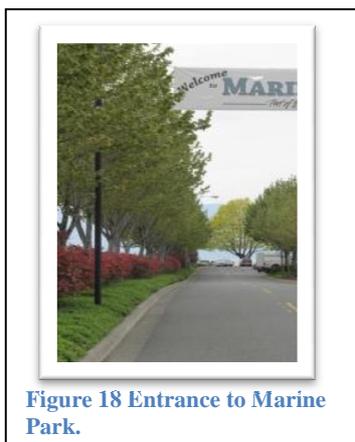
Policy 2.17 A mixture of residential and small-scale office use as well as select commercial uses are appropriate for this area, while adaptive reuse of historic homes is encouraged. Parking lots should be located adjacent to the alley and/or sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway.

The south side of Old Fairhaven Parkway has been mostly developed.



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

PUBLIC AREAS



PUBLIC 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 on Bellingham Bay.

Policy 2.18 Improvements to the natural shoreline in this park and the pavilion should be maintained. Safe public access to this area should be maintained and improved.

Proposal 2.19 Establish enhanced native plant areas further from dynamic beach system and gradually improve park infrastructure with low-impact development features such as on-site stormwater treatment.

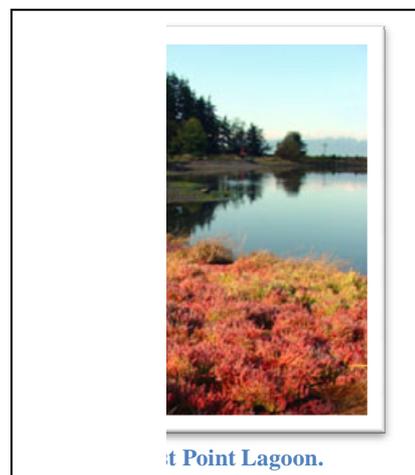
AREA P-1 LAND USE DESIGNATION: Public

PUBLIC 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 the Bellingham's Post Point Wastewater Treatment Plant. The area currently includes a heron rookery and an off-leash dog park.

Policy 2.20 Stormwater management and habitat restoration efforts should continue in this area. The continued use as an off-leash dog park is subject to environmental stewardship of the Post Point Heron Colony and shoreline.

Policy 2.21 The Post Point Heron Colony site should remain fenced off and be continually monitored for health. If necessary the off-leash area may need to be confined to the east end of the open space area, away from the shoreline riparian habitat area of the Post Point Lagoon, and the heron colony.



AREA P-2 LAND USE DESIGNATION: Public

PUBLIC 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. Upstream daylighting of Padden Creek will make this area an even more important salmon habitat in the future.

Policy 2.22 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 in this area should be allowed where such access does not damage the health of the creek.

Policy 2.23 Residents and city staff will continue to work closely to identify existing trail problems and restore creek shoreline in order to protect Padden Creek's fish and wildlife.

AREA P-3 LAND USE DESIGNATION: Public

Chapter 3: 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.

*Please refer to the **Fairhaven Design Standards**, as well as design regulations located in **BMC 20.25** for specific information on design requirements, historic preservation and rehabilitation, and the design review process.*

Goal 3.1 The historic character of the neighborhood will be preserved and enhanced, and the integrity of contributing buildings in the National Historic District area will be maintained and restored.

HISTORIC RESOURCE POLICIES

Policy 3.1 Existing historic buildings should be preserved and restored.

Policy 3.2 Existing historic buildings should be registered with the Local, State and/or National Historic Registers, and a Local Historic District should be pursued for the Fairhaven Historic District.

Policy 3.3 If preservation is not feasible, historic buildings should be relocated rather than demolished.

Policy 3.4 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 CONSTRUCTION POLICIES

New buildings are anticipated throughout Fairhaven as investment in the area continues. The standards and guidelines that are contained in the Fairhaven Design Standards are designed to help new development 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.

Policy 3.5 Maintain the traditional orientation of the primary entrance toward the street.

Policy 3.6 In the Historic District and Historic Influence Area, provide a pedestrian-friendly street edge by maintaining strong alignment and traditional uninterrupted character of the commercial “building wall” edge.

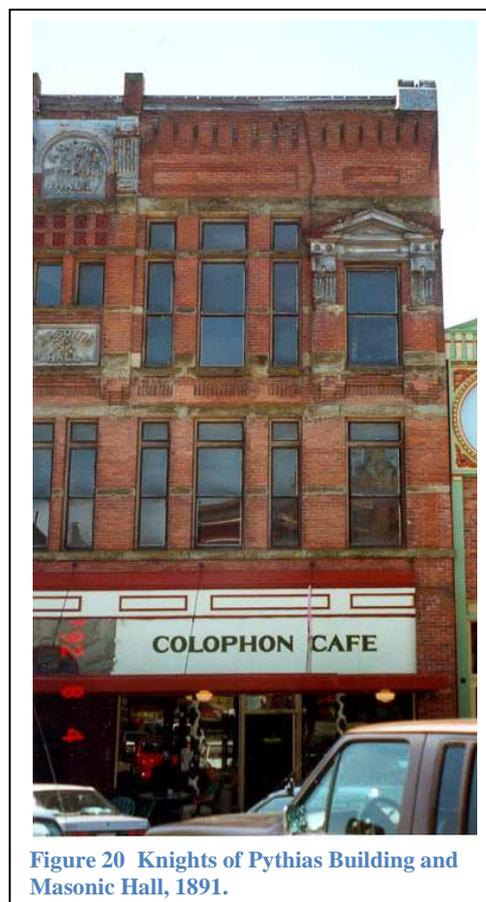


Figure 20 Knights of Pythias Building and Masonic Hall, 1891.

Policy 3.7 In the Industrial and Maritime Influence Areas, provide a pedestrian-friendly street edge. The street edge is clearly defined, but not necessarily with buildings – landscaped edges are also appropriate.

Policy 3.8 Promote pedestrian activity by providing pleasant and safe mid-block walkways between buildings.



Figure 21 Fairhaven Gardens, 1134 Finnegan Way.

Policy 3.9 New construction should reference traditional proportions and building components into new storefront design using similar floor heights, entries, and window sizes and shapes.

Policy 3.10 In the Historic District and Historic Influence areas, design new buildings and alterations should be compatible with their historic context. The historic character should remain dominant, and create a sense of visual continuity in architectural materials and forms.

Policy 3.11 In the Industrial and Maritime Influence Areas, new interpretations of traditional utilitarian building types are encouraged.



Figure 22 1215 Old Fairhaven Parkway.

Policy 3.12 Maintain the traditional size and scale of buildings as perceived at the street level by establishing a sense of human scale in the building design, limiting stories and aligning horizontal elements.

Policy 3.13 Building materials for new structures and additions to existing buildings contribute to the visual continuity of the neighborhood, and should appear similar to those traditionally used in Fairhaven – primarily wood, brick and stone.

Policy 3.14 The existing network of streets and alleys should be retained for public access.

Policy 3.15 Outdoor amenity space should be

integrated with the site and building design.

Policy 3.16 The visual impact from the street of surface and structured parking should be minimized through design and buffers.

Policy 3.17 Lighting and awnings should be used to accent building entrances and architectural details and to illuminate sidewalks and signs while reducing glare.

Policy 3.18 The visual impacts of building equipment and service areas should be minimized on the public way, public views and the surrounding neighborhood.

Historic Preservation and Sustainability

Preserving historic resources in Fairhaven is a key factor in promoting sustainability, which yields substantial benefits to the community. These can be described in the three basic categories of sustainability: Cultural/Social, Environmental and Economic.

Cultural/Social Component of Sustainability

Historic buildings, structures, sites, landscapes and features are essential components of Fairhaven – and Bellingham’s City -- identity. Preserving historic places, including landmarks and neighborhoods, helps maintain a connection to the community’s heritage.

Historic buildings create a street scene that is “pedestrian friendly,” which encourages walking and neighborly interaction. They also contribute to a sense of place and security that enhances quality of life. Historic properties and archeological sites provide direct links to the past. They convey information about earlier ways of life that helps current residents anchor their sense of identity with the community, which is a key ingredient in cultural sustainability.

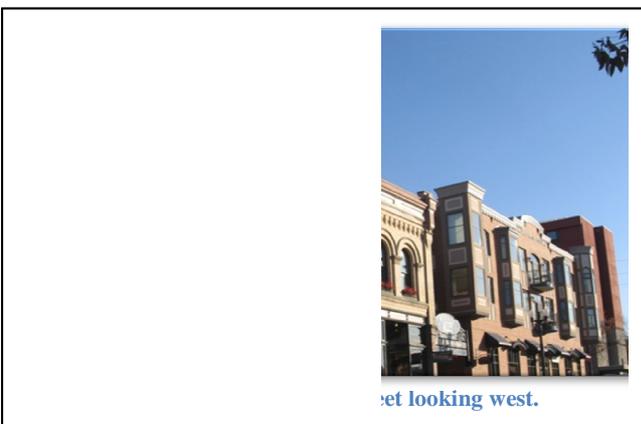
Preserving existing neighborhoods retains the social fabric of the City. Older neighborhoods are relatively compact, and lend themselves to walking, which support healthy living initiatives that enhance quality of life. Residences are located near the public transportation system, thereby reducing vehicle miles traveled by car. While this could be considered a part of the environmental component of sustainability, it crosses over into social considerations, in that these places help support a sense of community.

Environmental Component of Sustainability

The environmental component of sustainability tends to be the main focus when discussing historic structures and their relationship to green building. Among other things, this component focuses on saving energy, and generating it through “clean” methods, as well as minimizing the demand for water and conserving building materials.

Embodied Energy

Embodied energy is defined as the amount of energy expended to create the original building and its components. Preserving a historic structure retains this energy. If demolished, this investment in embodied energy is lost and significant new energy demands are required to replace it. Studies confirm that the loss of embodied energy associated with replacing an existing structure takes three decades or more to recoup from reduced operating energy costs in a high-efficiency replacement building.



Preserving historic places promotes the three basic categories of sustainability.

Building Materials

Many traditional building materials used in Fairhaven have long life cycles, which contribute to their sustainability. Wood, stone, and brick are examples. Newer materials may be less sustainable and require extraction of raw, non-renewable materials. High levels of

energy are involved in production, and the new materials will often also have an inherently short lifespan.

The sustainable nature of historic construction is best illustrated by a window. Older windows were built with well seasoned wood from stronger, durable, weather resistant old growth forests. A historic window can be repaired by re-glazing and patching and splicing the wood elements. Many contemporary windows cannot be repaired and must be replaced entirely. If a seal is disturbed in a vinyl window the best approach is to replace that particular window, rather than repair the part, as is the case for a historic wood window. Furthermore, even newer wood windows don't have the same qualities displayed in historic wood windows and are less durable.

Energy savings are not usually achieved by replacing original building fabric with contemporary alternatives. For example, repairing, weather-stripping and insulating an original window is more energy efficient and much less expensive than new windows, as well as sound preservation practice. Energy loss occurs through the replacement of single-paned wood windows with double- or triple-paned alternatives.

Landfill Impacts

According to the Environmental Protection Agency, building debris constitutes around a third of all waste generated in the country. The amount of waste can be reduced significantly if historic structures are demolished.

Construction Quality

As a rule, the quality of early construction was higher than most construction in the late 20th Century. Lumber used in Fairhaven came from mature trees, was properly seasoned and typically milled to "full dimensions," providing stronger framing and construction. Buildings also were thoughtfully detailed and the finishes were generally of high quality—characteristics that owners today appreciate. The high quality of construction in earlier buildings is therefore an asset that is impossible to replace.

Adaptability

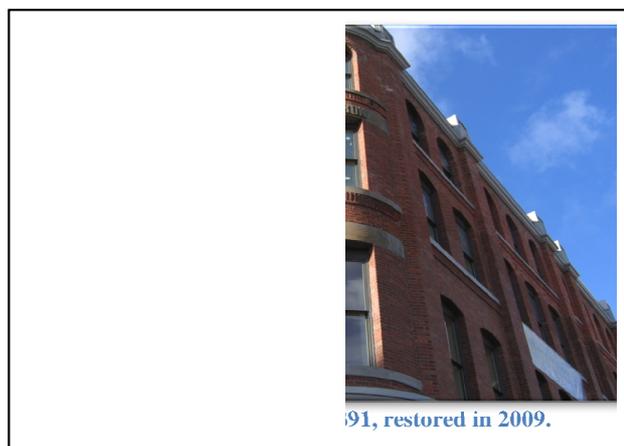
Owners also recognize that floor plans of many historic properties easily accommodate changing needs. They permit a variety of uses while retaining the overall historic character.

Economic Component of Sustainability

The economic benefits of protecting local historic districts are well documented across the nation. These include higher property values, job creation in rehabilitation industries, and increased heritage tourism. Examples also exist of ways in which the quality of life is enhanced by living in historic areas, and that these in turn help to recruit desirable businesses to the community at large.

Historic Rehabilitation Projects

Direct and indirect economic benefits accrue from a rehabilitation project. Direct benefits result from the actual purchases of labor and materials, while material manufacture and transport results in indirect benefits. Preservation projects are generally more labor intensive, with up to 70% of the total project budget being spent on labor, as opposed to 50% when compared to new construction. All of these purchases of labor and materials add dollars to the local economy. Furthermore, a rehabilitation project will provide functional, distinctive, and affordable space for new and existing small businesses. This is especially relevant to the local economy where many local businesses operate in historic buildings.

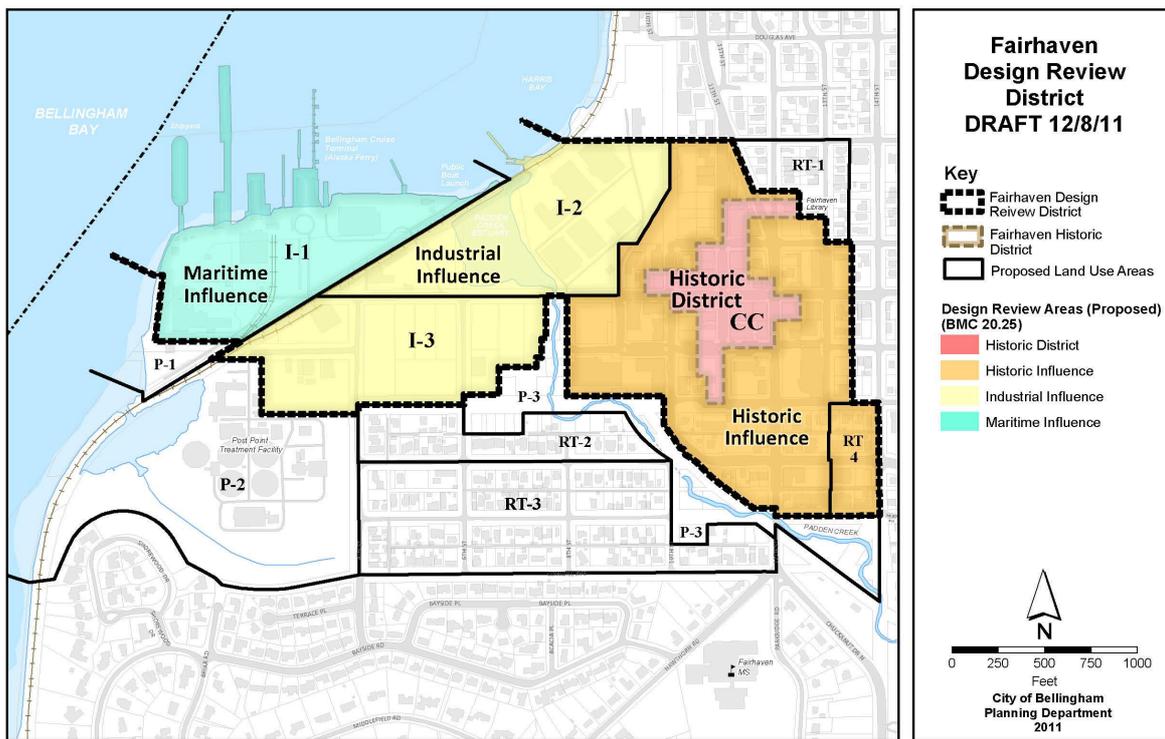


Heritage Tourism

Heritage tourism is another benefit of investment in historic preservation, as people are attracted to the cultural heritage sites within the area. Historic resources provide visitors with a glimpse into Fairhaven’s – and the City’s -- heritage. Heritage tourists spend more on travel than other tourists, which generates jobs in hotels, bed and breakfasts, motels, retail stores, restaurants, and other service businesses.

The National Trust for Historic Preservation defines cultural heritage tourism as, “traveling to experience the places, artifacts, and activities that authentically represent the stories and people of the past and present. It includes cultural, historic, and natural resources.”

FAIRHAVEN DESIGN REVIEW AREAS



The Fairhaven Design Standards include four distinct Design Review Areas. Specific policies exist for each area and are located in the Fairhaven Design Standards. 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 for complete information.

The four DRAs include:

1. **Historic District DRA** - The Historic District DRA has many historic buildings that the community wants to preserve. 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**

4. **Maritime Influence DRA** - The Industrial and Maritime Influence DRAs have guidelines that apply to new non-industrial construction. The focus in these DRAs is on providing a positive pedestrian experience.

ENERGY EFFICIENCY AND DESIGN (LEED-ND) RATING

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

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.



Figure 25 Fairhaven Park pervious paver labyrinth .

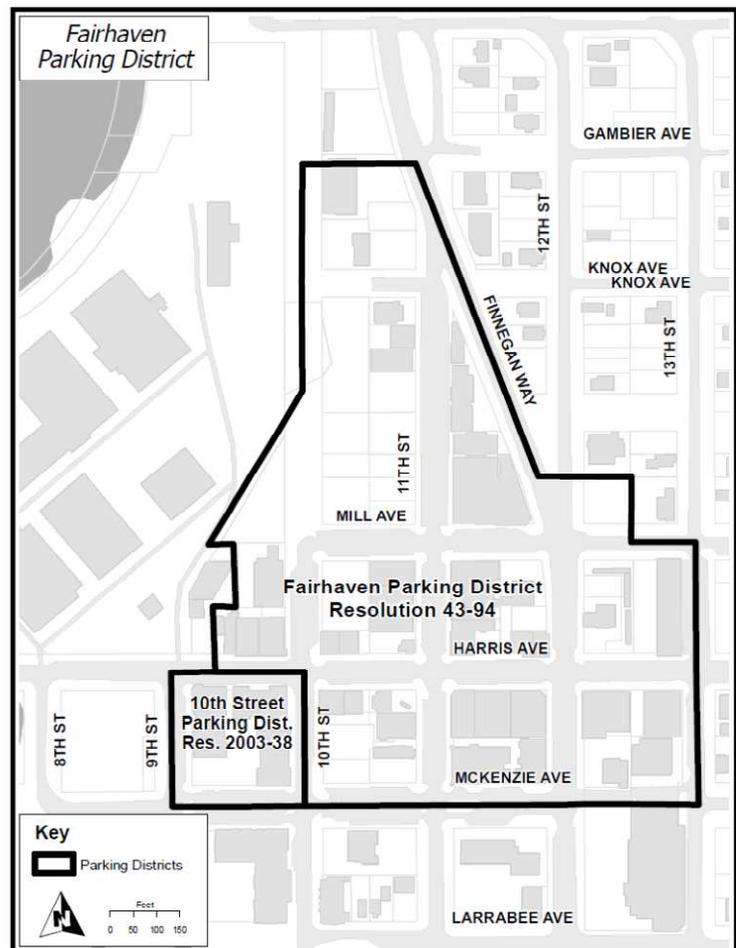
CHAPTER 4: PARKING

Parking in a dense, popular commercial district is problematic for many communities, and Fairhaven is no exception. The Fairhaven Parking District, adopted in 1994, has had the most significant impact on Fairhaven since the railroad speculation of the 1880's. It allows new development in the core of Fairhaven to waive parking requirements for any use except residential of greater than 2500 square feet. The Parking District enabled the construction of 32 new buildings, as well as the adaptive reuse of all the historic buildings.

Especially on Fairhaven's small (25 - 50' wide by 100' deep) lots, it is very difficult to provide both parking and a commercial development. Without the Parking District, a land owner's choice would be to either place parking underground (both expensive and inefficient) or have surface parking on site (less expensive, but leaving much less land for development).

A good example of the development effects of surface parking, can be seen at Win's, located at 1315 12th Street. This cute little fast food restaurant is in a small building set back in a large parking lot. Compare it with the Mason Building (Sycamore Square) immediately to the north. The Mason Building is actually on a slightly *smaller* lot than Win's. Both are good uses in Fairhaven, but the Mason Building provides many more services to Fairhaven, on the same size area. More importantly, Fairhaven's core character (buildings against the street, safe sidewalks, interesting uses tantalizing the eye as one walks along) is impossible with parking between the building and the street. Even parking beside of the building breaks this compelling story. The Parking District has made it possible for new buildings to recreate the street rhythm of Fairhaven's early days.

The Fairhaven Parking District relieved small lot owners of the extreme burden of supplying commercial parking. This resulted in construction on many small lots, initially by Jacaranda Development, owned by Ken Imus. Eventually, development pressure was so strong that major developments were built outside of the Parking District west of 10th between Larrabee and Harris, south of Larrabee near 11th, and on the southeast corner of Old Fairhaven Parkway and 12th Street.



Development on the SW corner of 10th and Harris created its own Parking District, but 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 other benefit of the Parking District is that it allowed construction with few or no driveways across sidewalks. One can walk from 12th and Harris downhill to 10th Street without crossing one driveway, even though there are four new buildings in this area. This creates a very safe pedestrian area. People find this level of safety comfortable. Added to the additional street trees, this stretch of 12th Street is beautiful and ornately rhythmic.

PARKING POLICIES

The following policies should be utilized to guide parking regulations and management strategies in Fairhaven:

Policy 4.1 Parking conditions should be monitored carefully, and phased management strategies implemented over time as conditions change (i.e. a private lot currently used for parking is redeveloped).

Policy 4.2 The Old Fairhaven Association should work with the Fairhaven Parking District to identify, prioritize and create a mechanism to fund further parking improvements. Examples of improvements include:

- Curb stops on Mill St. east of 12th
- Angled parking on 13th Street between Harris and McKenzie
- Angled parking on Larrabee between 10th and 12th
- Locations for motorcycle and additional bicycle parking
- Improved signage.
- Angled parking on 11th south of McKenzie

Policy 4.3 The Old Fairhaven Association should work with Commercial Core businesses to develop a proactive employee education and outreach program to encourage best practices within the Commercial Core and better utilize parking capacity outside the core.

Policy 4.4 The City of Bellingham should analyze the impact of current Fairhaven parking requirements on future land use development projections, and explore options for consolidating and codifying existing Fairhaven parking requirements.

Policy 4.5 As redevelopment occurs, limit curb cuts, and consolidate locations of fire hydrants and transit stops to limit loss of existing or potential on-street parking.

The Fairhaven Urban Village 2011 Parking Plan was created as part of the urban village master planning process by Transpo Group. The complete plan is incorporated herein by reference.

Existing Parking Conditions

- **Supply.** There are approximately 1,000 on-street parking spaces and approximately 730 off-street parking spaces within the study area. An additional ___ spaces are in private underground garages, and were not included in this study.
- **Demand/Utilization.** Overall the parking utilization in the study area is not considered full as the utilization is less than 85 percent. On-street parking is more utilized at 50 to 60 percent while off-street utilization is 30 to 50 percent.
- **Core Commercial.** This area was the busiest and most favored parking with peak utilization between 94 and 97 percent.
- **Outside the Core.** On-street parking two to three blocks from the core is underutilized.



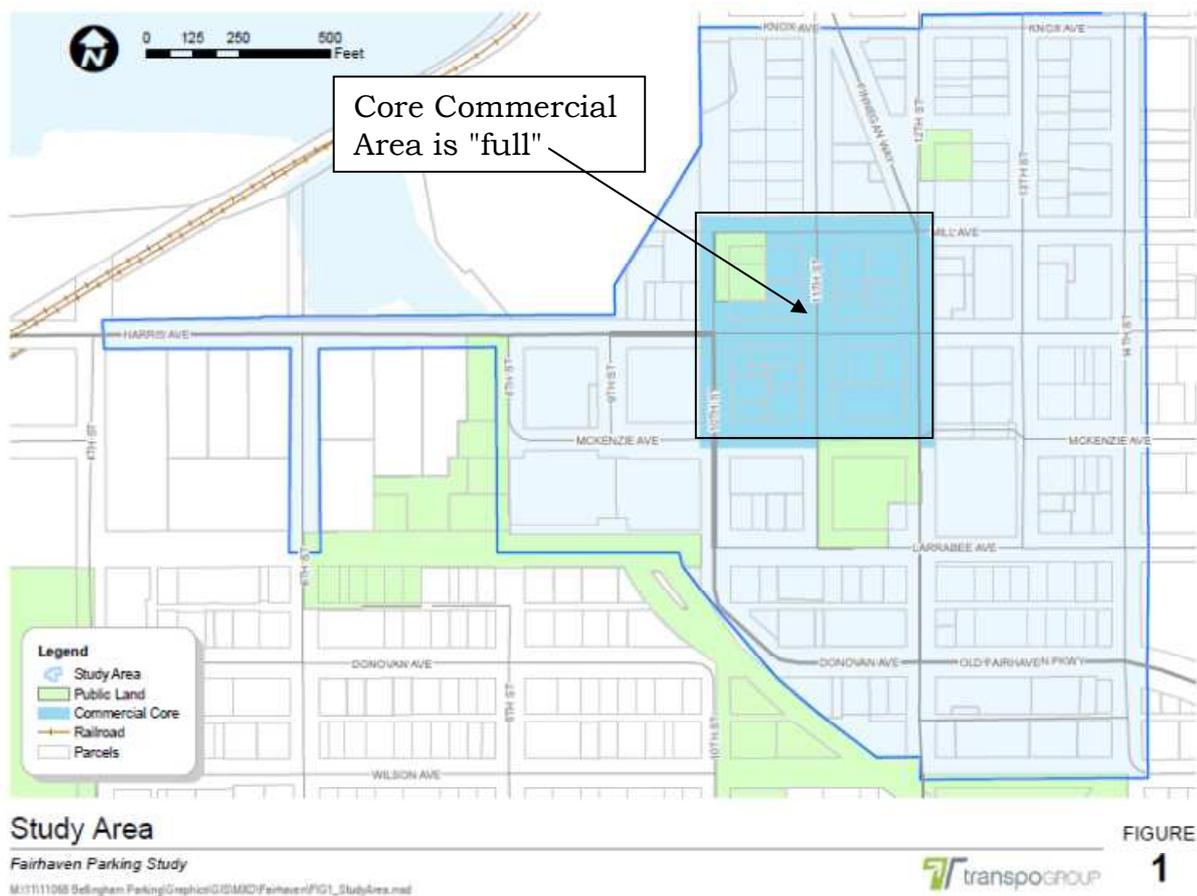
- **Duration of Stay.** A majority of the vehicles stayed less than one to two hours for both the on- and off-street parking.
- **Location.** Patrons prefer to park near their destination and only tolerate walking a few blocks.
- **General Parking Operations.** Overall the existing parking system within Fairhaven is working well.
 - Supply is adequate to serve the existing demand.
 - Overall parking utilization is well under 85 percent and not considered “full”.
 - The highest parking utilization is experienced in the core of the commercial area.

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 implementation of parking management strategies.
- **Supply.** The current supply is approximately 2,000 parking spaces (considering parking within the study area and residential garage parking). Without parking management strategies or building additional parking, future parking demand will not be accommodated.
- **Parking Plan.** The parking management strategies and provision of additional parking supply need to consider:
 - 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)
 - Occupancy of 85 percent means it becomes difficult to find a space
 - Parking must be near a use, as patrons only tolerate walking a few blocks to their destination
 - The Core Commercial area is already “full”
 - Fairhaven and Tenth Street Parking Districts and potential modifications to these Districts
 - Development that does not require parking (e.g., historical buildings)



A phased approach to parking management is recommended so that adjustments can be made depending on future growth and parking characteristic changes as a result of implementing management strategies. The following provides a summary of the parking management recommendations by phase.



Recommendations

Phase 1 – Balance Utilization and Increase Turnover

Phase 1 is intended to better balance the utilization of parking and increase turnover for the more desired parking locations. It would also start to establish approaches to accommodate growth. Strategies could include:

1. **Commercial Core Parking** – Paid on-street parking to open up more parking in the high demand commercial core that already experiences high levels of turnover.
2. **Time Restricted Parking** – Two-hour time restricted parking to increase turnover and open up more parking near the core. (NOTE: Do we want to keep this policy as it is against where we are heading with parking management??)
3. **Enforcement** – Additional enforcement would be needed to make sure that paid, time restricted, and other parking regulations are effective.
4. **Employee Parking** – Encourage employees to park in underutilized areas. This may include designating certain areas for employee parking or providing time limits in all areas where long term parking is not desired.
5. **Transportation Demand Management** – Measures to reduce the dependence on the automobile should be implemented. This could include having employers provide bus pass and/or car shares subsidies, bike racks, and other facilities that would encourage use of alternative modes.

6. **Monitoring Program** – The data collected in this study provides a benchmark for evaluating the performance of the parking system. A parking program should monitor parking demands and utilizations seasonally and predict impacts of future changes from development, management strategies, and policy changes.



Phase 2 – Expand Restrictions and Shift Modes

This phase would expand on Phase 1 and provide measures to address likely scenarios that could result with the implementation of Phase 1 such as:

- Higher occupancies in new areas surrounding the fringes of the time restricted or paid parking
- Increase parking demand or reduction in supply for off-street parking areas with development. Reduction in parking supply could include development of the “Pit” property that is currently being used for parking

The following measures would help address these conditions and could be implemented as conditions warrant:

1. **Expand Time Restriction Area** – As other parking areas become more utilized and more retail store fronts emerge, consideration should be given to expanding the time restriction where commercial frontages exist and occupancy exceeds 70 to 80 percent.
2. **Modify Time Restricted Area** – If turnover and available spaces are still difficult to find after implementing a 2-hour time restriction, provide a shorter 60- to 90-minute restriction or add a couple of 30-minute-limit parking spaces per block.
3. **Updated Development Regulations** – The Fairhaven and Tenth Street Parking Districts are limited in scope and the areas that they serve are primarily built-out. The parking districts should be updated and expanded, and/or a Parking Business Improvement Area (PBIA) and/or City development regulations should be modified for the Fairhaven Urban Village to respond to emerging parking issues. Parking requirements should be based a parking demand study to assess actual needs as part of the development application.
4. **Require options to unbundle parking in all new developments** - see *Bellingham Comprehensive Plan* Transportation Element “Parking Supply Reduction” goals (TG 32-36) and “Transportation Demand Management” policies (TP 37-47).



5. **Private Development Contributions** – Consider incentives for developers to implement management strategies or provide shared public parking. Require that parking needs be evaluated as part of development applications.

6. **Shared Parking** – Establish shared parking agreements with off-street lots. A pilot project could be conducted where property owners are willing to demonstrate the benefits of shared parking and help establish a protocol for how this would be implemented.

7. **Parking Information** – Improve parking information through additional wayfinding signage, community or tourist maps that identify parking areas, and website communication regarding parking.

8. **Non-Motorized Improvements** – Through the development of the pedestrian master plan and other non-motorized plans, consideration should be given to identifying improvements (i.e. require bicycle parking for new development) that would benefit the walkability of Fairhaven within the parking influence area.

9. **Reconfigure Parking** - Opportunities to add more parking

or make parking configurations more efficient should continue to be explored. This could include providing curb areas for smaller motorcycle parking, additional bike racks, or additional angled parking.

Phase 3 – Aggressive Management and Increase Supply

This phase would include more aggressive measures to implement as parking occupancies throughout the area increase to levels above 70 to 80 percent. The following measures would help address this condition and could be implemented as conditions warrant:

1. **Paid Parking** – Paid parking would be strongly encouraged or expanded if not implemented in Phase 1 or 2.
2. **Expand Transportation Demand Management** – Formulate Transportation Demand Management strategies that support **shifting modes of travel and reduce parking demands** during peak periods. These measures should be required for new development and as an alternative to district-wide PBIA increases (should a PBIA be created). (see *Bellingham Comprehensive Plan* Transportation Element “Parking Supply Reduction” goals (TG 32-36) and “Transportation Demand Management” policies (TP 37-47).
3. **Expand Non-Motorized Improvements** – Improve walkability and security through greater improvements to the pedestrian and bike realms through improved lighting, access through developments, and more regional connections.

Phase 4 – Long Term Strategies

This phase would include long term considerations after the majority of other management strategies are exhausted or not desired. Some of the likely triggers for these strategies include:

- Higher level of development occurs and the majority (95%) of off-street parking is developed
- Demand exceeds supply, based on Phases 2 and 3
- Parking spills over into neighboring residential areas

One or all of the following measures will be implemented when Phase 4 triggers are met:

1. **Public Garage** – A parking garage could be explored further if there are significant reductions in the parking supply or there is reluctance to do some of the more aggressive parking management strategies.
2. **Satellite/Remote Parking** – Additional remote parking areas outside of the urban village area could be developed and served by shuttles or transit.
3. **Residential Parking Zones** – If parking problems spill over into neighboring residential areas, the PBIA should pay for a residential parking zone to allow residents convenient on-street parking. Residential areas should be included in the parking monitoring program recommended for Phase 1 to track overflow parking that may be occurring along these streets. Consideration should be given to a residential parking zone if an area experiences at least 75 percent on-street utilization with 25 percent of the parked vehicles owned by nonresidents.

CHAPTER 5: NATURAL ENVIRONMENT, PARKS AND RECREATION

Goal 5.1 Protect, restore and preserve the existing natural areas in Fairhaven.

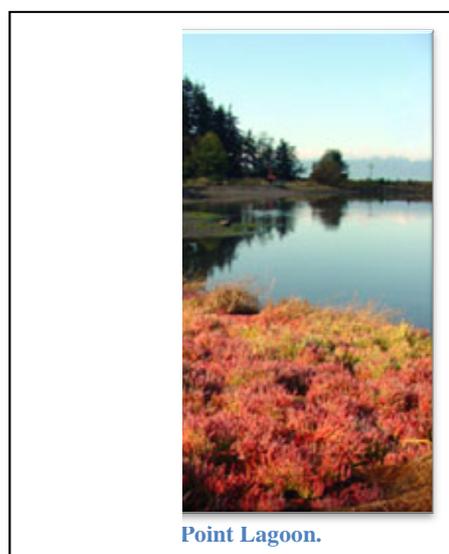
Policy 5.1 The Fairhaven Neighborhood has pledged to work with the City of Bellingham and the Port of Bellingham to:

- 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.

1. NATURAL AREAS AND OPEN SPACE ASSETS

The visionary Shoreline Management Act, RCW 90.58.010, written in 1971 by the Washington State Legislature, identified the natural assets of the Fairhaven Neighborhood, as among "the most fragile and valuable of natural areas."

The *Bellingham Comprehensive Plan*, Chapter 7, Parks, Recreation and Open Space, identifies the natural environment, parks, recreation, and open space assets in the Fairhaven Neighborhood. The Introduction section of the *Comprehensive Plan* states, "The policies in this chapter reflect the fact that citizens of Bellingham take great pride in, and place a great importance on, their parks and open space system. The policies also contain a commitment to maintain the existing system while providing new facilities..."(Intro-6).



Bellingham Comprehensive Plan Framework Goal: Visions for Bellingham Goal Statements, Section 1 - Development Patterns and Community Character states:

"VB-3 Bellingham continues to retain its natural, green setting by protecting unique natural features and public open spaces, creating greenbelts and preserving wooded hillsides in and around the City. New development is encouraged to incorporate existing mature vegetation and additional trees and native vegetation. Open space corridors along creeks include connections from the bay to Whatcom and Padden lakes as well as Squalicum and Chuckanut Creek corridors heading to the mountains. In order to preserve or create these green corridors and open spaces, the community employs a variety of techniques, including incentives and regulations for the design and siting of new development, as well as public acquisition." (F-2)

Surveys conducted by the Park Department, and Fairhaven Neighbors, 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, 76% said they wanted improved and direct access from the Village Green to the Bay, as proposed by Waterfront Futures Group.

A. FRESHWATER

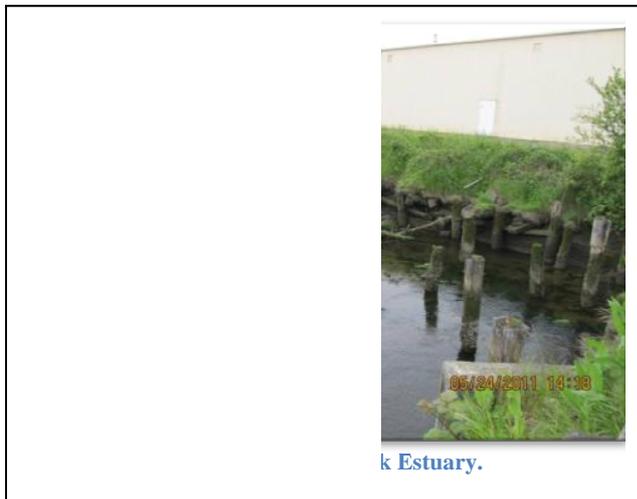
Padden Creek is one of five streams that flow through the City of Bellingham. It runs for 2.7 miles, draining from the west end of Lake Padden and traveling west into Bellingham Bay. In 1892, anticipating the terminus of the transcontinental railroad, the Town of Fairhaven constructed a 2200' brick tunnel from 17th Street to just east of 22nd Street, as part of a flood control, swamp drainage and sanitary sewer project.

Proposal 5.1 Remove brick tunnel and “daylight” Padden Creek to provide a vital link in the restoration of, and improved habitat for, local salmon and trout species. Daylighting will provide a vital link in the restoration of Coho, chum and cutthroat trout runs.

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 stream with water quality decreasing as it leaves the forested area at Lake Padden and picks up stormwater runoff in the downstream urban environment.

Policy 5.2 The 2007 Stormwater Comprehensive Plan, as well as other neighborhood-led efforts, should be used to restore the natural flow and water quality in Padden Creek.

B. PADDEN CREEK RIPARIAN AREA



Riparian areas are the wooded or vegetated corridors located along the creek, and such corridors possess free flowing water, certain soil characteristics, and vegetation that are transitional between freshwater and upland habitat zones. The habitat area and wildlife corridor along both sides of the creek connects, with some intermittent breaks, the saltwater shoreline to the highest point in the watershed.

Hérons 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.

Proposal 5.3 A dedicated riparian area of at least 50' to 150' along each side of the 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.

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.

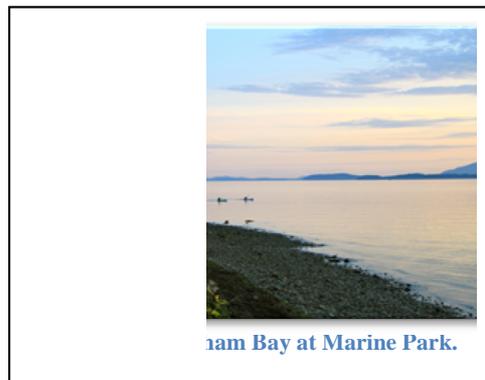
The Padden Creek estuary, located north of Harris Avenue, between 6th and 8th Streets, has an overlook with interpretive signage, a park, and trails on its west bank. It has been identified by the 2005 Regional Near shore and Marine Aspects of Salmon Recovery in Puget Sound, as important to restoration 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.

Per 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 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 Lagoon, located north of Harris Avenue. The Padden Creek Estuary Planning Study, Habitat Restoration and Public Access, was completed in June 1990. The study pointed out a concern over a 27" stormwater outfall that discharges untreated stormwater from a large drainage basin in a number of neighborhoods directly into a sensitive site for salmonids. Few measures recommended by the study have been implemented.

In 2000, the Comprehensive Strategy within 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. To date, none have been undertaken.

In 2004 Waterfront Futures Group recommended the City close 8th Street between Harris Avenue and McKenzie to protect the estuary south of Harris Street, and restore the 100' riparian area on each side of the estuary. In 2005, Fairhaven Neighbors appealed the City's shoreline permit allowing a development to use 8th Street. A settlement was reached requiring 8th Street to be closed 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."



The studies shown above and listed in the Appendix, conclude that restoration, protection, and preservation of the Padden Creek Estuary is very important to the recovery of salmon and trout populations.

Proposal 5.4 The City and the Port should move forward as soon as possible with the Bellingham Bay Pilot projects identified in the Shoreline Master Program. These include removing development from the riparian area upon redevelopment, eliminating contaminated runoff from the boat yard, and establishing and enforcing native plant buffers. Great care needs to be taken to limit access for and interference by the public, in order to protect sensitive wildlife habitat. A self-guided public education signage program should be created, along with carefully marked trails located as far away as possible from the estuary and wildlife habitat areas.

Proposal 5.5 Ideally, the protective riparian area around the Padden Creek Estuary should be increased to 200-feet in width on all sides of this pocket estuary, for the long-term restoration and protection of Puget Sound salmon and trout species.

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. The public also desires to have access to the shoreline with beach walks and over-water promenades and boardwalks.

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. While not officially designated park or open space, the area does include fields, 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.

F. NATURAL AREA - LOWER PADDEN CREEK TRAIL PROPERTIES

This trail corridor and natural area of 15.5 acres includes the Interurban Trail, lower Padden Trail, Padden Creek, and lands between 4th and 8th Streets on Larrabee Avenue. Much of this area is used by the public for recreation and by wildlife.

2. PARKS AND RECREATION ASSETS:

A. MARINE PARK

The 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 to Fairhaven and Bellingham as a whole. The Port completed a restoration project in 2005 to enhance the shoreline with a recreated beach.

B. COMMUNITY GARDEN - FAIRHAVEN

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

Policy 5.8 The Community Garden should be preserved and maintained as community garden space.

C. FAIRHAVEN VILLAGE GREEN

This 3/10 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.

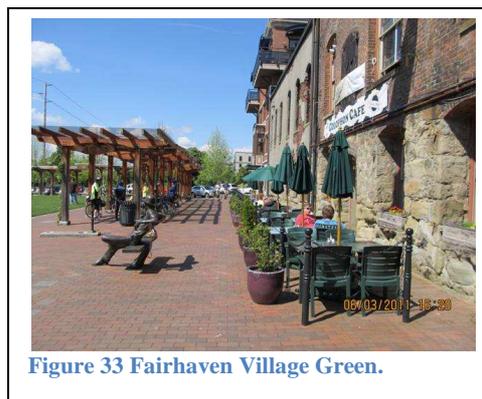


Figure 33 Fairhaven Village Green.

Proposal 5.7 Investigate the feasibility of funding and installing a retractable overhead cover for the stage area during inclement weather.

Policy 5.9 Encourage and support continuation of the farmer's market at the Fairhaven Village Green.

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 for available to rent for community events. The Cruise Terminal, owned by the Port of Bellingham, is a well-maintained and popular asset to Fairhaven and Bellingham as a whole.

E. PADDEN CREEK ESTUARY BOAT LAUNCH

This area 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. Owned by Port of Bellingham.

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.

Policy 5.10 Maintain the existing boat launch area for small, non-powered boats, and work with the Port of Bellingham to improve the facility for short-term visitor moorage.

A new boat launch facility could be located west of this boat launch (possibly 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.

Policy 5.11 Improve pedestrian access between the boat launch facility and the Commercial Core.

F. BELLINGHAM BAY COMMUNITY BOATING CENTER

This non-profit at 501 Harris supplies sea kayak, rowboat, and sailboat rentals on Bellingham Bay. This facility also stores boats for a monthly fee. Memberships are available, which include 1/3 off rental fees and extremely low cost membership for youth. Owned by the Port of Bellingham.

Policy 5.12 Maintain public access to the water with small boat rental and storage facilities.

G. TRAIL CONNECTIONS FROM OUTSIDE OF NEIGHBORHOOD

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 well away from the shore of Bellingham Bay. The Port of Bellingham properties have no through connection for pedestrians or other trail users. Trail connections will probably be installed incrementally.

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 vacation, the Port of Bellingham committed to provide a viewpoint with landscaping and seating (Ord. # 8961). The trail segment has been installed but the viewpoint or overlook remains to be undertaken.

Proposal 5.9 Encourage the City and the Port to work together to build the South Bay Trail Overlook in the Douglas Street right-of-way west of 10th Street.

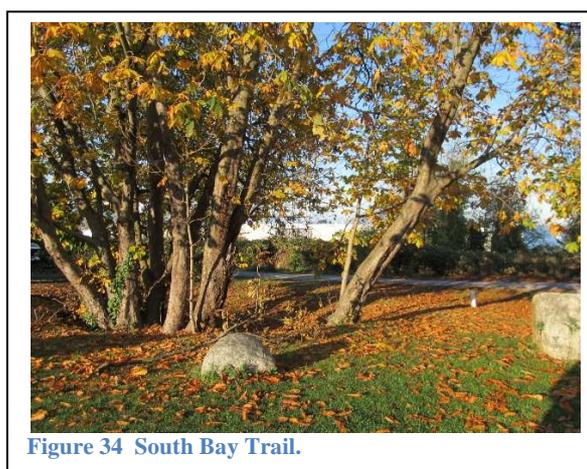


Figure 34 South Bay Trail.

CHAPTER 6: MULTIMODAL TRANSPORTATION & CIRCULATION

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

The *Comprehensive Plan's* Transportation Element includes a 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, transit, automobile, and freight movement) should be encouraged. A multimodal transportation project improvement list for the Fairhaven Neighborhood Plan is contained in the Transportation Element of the *Bellingham Comprehensive Plan*, and the City annually considers this project list in developing the 6-Year Transportation Improvement Program (TIP).

Goal 6.1 Enhance infrastructure in Fairhaven to encourage and support the pedestrian and bicycle-friendly atmosphere and address traffic, pedestrian safety and parking challenges that have evolved through rapid growth in the neighborhood since 2000.

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 city-wide. Four-way stop intersections within most of the Commercial Core 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.

Policy 6.1 As development or redevelopment occurs, update accessibility and safety of sidewalks, crosswalks, and railroad crossings in Fairhaven.

Policy 6.2 As new development or redevelopment occurs, add sections of sidewalk to fill existing gaps.

The following locations have been identified to study for additional pedestrian enhancements as growth and new development may warrant:

- Improve pedestrian and traffic safety at the intersection of Knox Avenue at 11th Street/Finnegan Way and 12th Street.
- Add a marked crosswalk at the north side of the Larrabee Avenue/10th Street intersection.
- Improve trail crossing visibility on 4th and 6th Streets.
- 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.
- Complete missing sidewalk sections.

Policy 6.3 Work with the Parks Department, the Port of Bellingham and BNSF Railway to add links to complete the Southside trail system. Existing trails should be preserved.

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

2011 City-wide 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)**

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

Policy 6.4 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 6.5 Explore the feasibility of identifying, through signage, a bicycle bypass of the business core at 14th St. 14th Street parallels Fairhaven’s eastern boundary and passes through South Hill, Happy Valley, and South neighborhoods, all adjacent to Fairhaven. A bicycle bypass could be indicated by bicycle way-finding signs at 12th and Mill, 14th and Mill, 14th and Fairhaven Parkway, and Chuckanut Drive entrances.

Water Transportation

Important opportunities for water transportation and recreation exist in Fairhaven including the public boat launch, the small boat center, and the Bellingham Cruise Terminal. These assets should be retained and cultivated to increase possibilities for expanded marine transit.

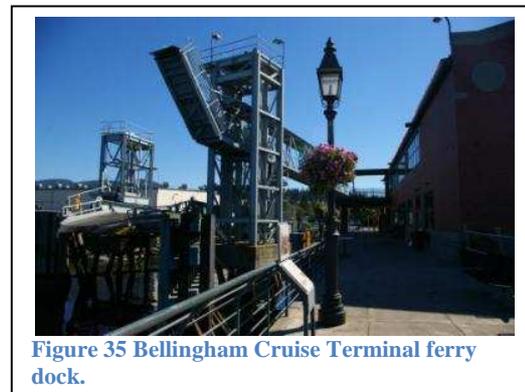


Figure 35 Bellingham Cruise Terminal ferry dock.

Neighborhood and Arterial Streets

NEIGHBORHOOD STREETS:

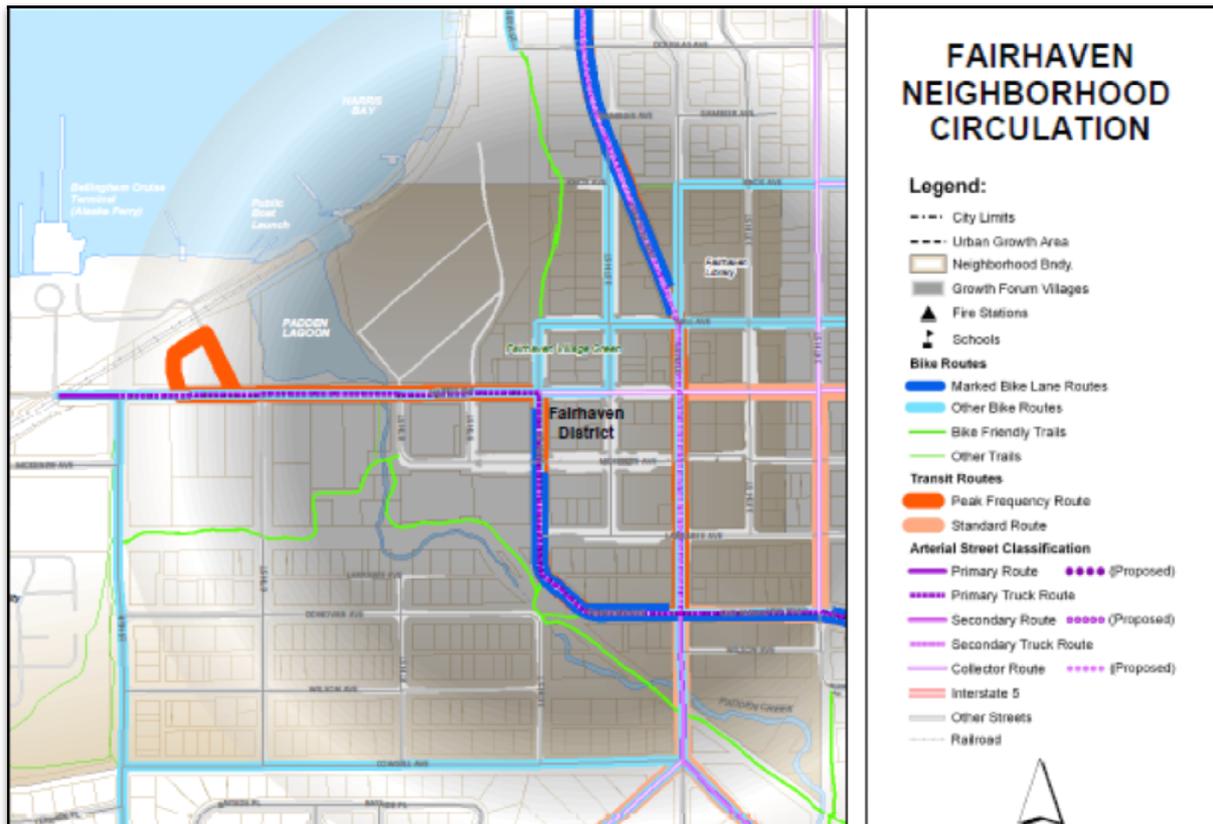
Fairhaven Residential Streets (4th, 6th, 8th, 10th, Donovan, Wilson, Cowgill)

South of the Larrabee Avenue forested right-of-way and north of the Edgemoor Neighborhood lies the oldest portion of Fairhaven residences. Streets 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.

Policy 6.8 Encourage more walking and bicycling and slower vehicle speeds in Fairhaven’s older residential area by keeping the streets narrow and not improving them with curbs, gutters, or sidewalks.

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. Some arterial streets are also designated as truck routes for shipping freight and goods throughout the City. The Fairhaven Neighborhood is served, and affected, by several arterial streets, as shown on the Fairhaven Neighborhood Circulation Map and as detailed below.



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. Pedestrian-activated flashing crosswalks exist at Happy Valley Park and the interurban trailhead. Timed pedestrian crosswalks are at the intersection of 12th 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 eliminate traffic safety issues.

Fairhaven Neighborhood Existing and Planned Arterial Street Network

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 Village 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/Old Fairhaven Parkway and 12th/Harris.

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.

Policy 6.10 Improve street lighting of the Finnegan - 12th Street corridor, from Knox to Old Fairhaven Parkway.

At the intersection of 12th/Mill, 12th Street continues north into the South Hill Neighborhood as a residential street and Finnegan Way and 11th Street serve as the north-south arterial. 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.

Policy 6.11 Encourage Public Works to study the feasibility of redesigning the intersection at 11th and Finnegan Way to improve pedestrian safety and traffic flow.



Donovan/10th (Principal Arterial)

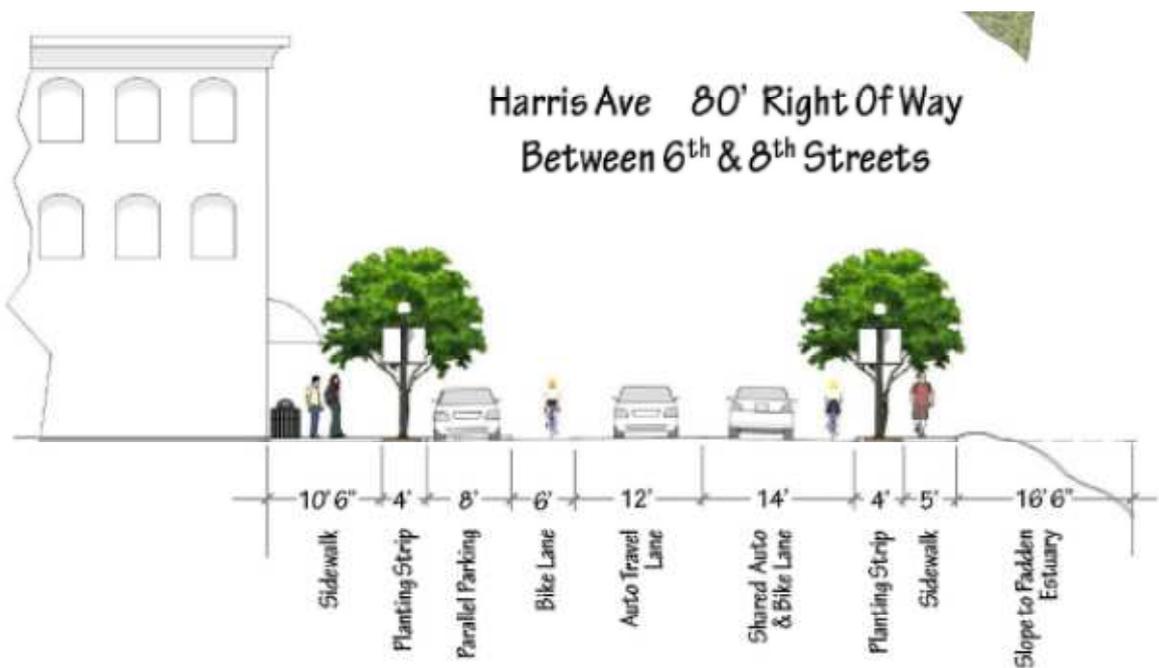
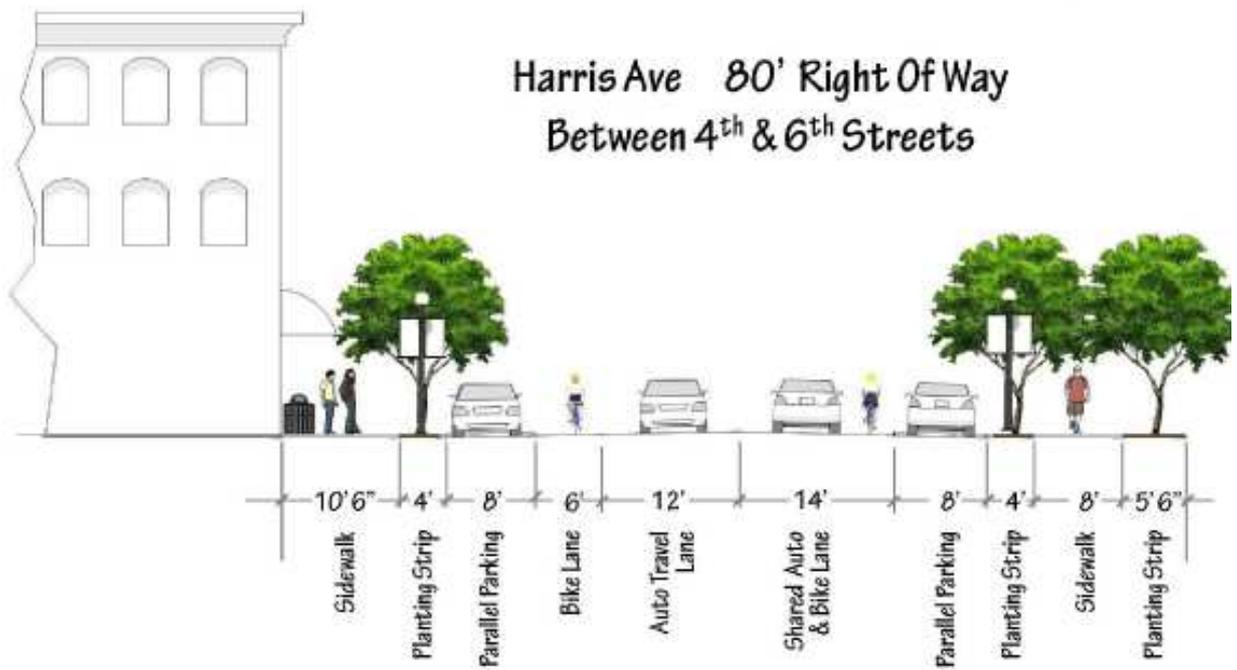
At the intersection of 12th and Old Fairhaven Parkway, the west leg of the intersection is Donovan Avenue, which curves downhill and north and becomes 10th Street. This arterial section was constructed by the City in 2000 as a designated industrial truck by-pass to eliminate heavy truck traffic and WTA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

Policy 6-12 Retain the character of Donovan/10th as additional development occurs.

West Harris Avenue (Principal Arterial - 10th to BNSF 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 and 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, street trees, curb, gutter, and stormwater improvements. See the Harris Avenue Streetscape diagrams for details.

Policy 6-13 As development and redevelopment occurs along the western portion of Harris Street, pocket turn lanes should be installed at selected intersections west of 10th Street. Street standards shall be according to the following diagrams.



East Harris Avenue (Collector Arterial - 10th 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 6 marked crosswalks plus one mid-block crossing to the Fairhaven Village Green. Each of the intersections is 4-way stop controlled or signalized, and vehicles travel at extremely low speeds on this part of Harris

Avenue. The section of Harris between 12th and 14th Streets is less urban, but redevelopment of underutilized properties could change the character of this part of Harris. Private developers would be required to construct curb, gutter, street trees where possible, and setback sidewalks.

Non-arterial Commercial Shopping Streets - There are several "commercial shopping" streets within the Fairhaven Village Core. Their primary function is to provide parking, circulation and pedestrian accessibility throughout the heart of the commercial district. Each intersection is 4-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
- 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 to Larrabee

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 is an important transition between the residential areas and the Fairhaven Commercial Core. 14th Street heading north from Old Fairhaven Parkway is an important entrance to the Commercial District, and is characterized by a large church and child care center.

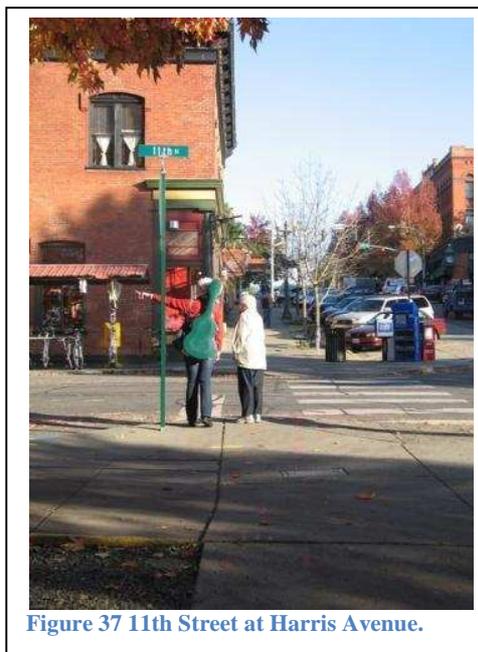


Figure 37 11th Street at Harris Avenue.

ANALYSIS OF FUTURE TRAFFIC CONGESTION

Arterial Street Network

The Transportation Element of the *Comprehensive Plan* (TP) 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 (GMA).

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. All of the arterial streets have available capacity to accommodate the additional traffic generated by the full build-out potential assuming a similar intensity of development as has been seen in the previous decade. Proposed rezones of industrial properties are unlikely to change this situation, even though mixed use development would produce more vehicle trips than industrial development.

Intersections

As development continues, it is likely that there will be increasing traffic congestion at both stop-controlled and signalized intersections, especially during peak traffic hours. The City does not have any plans to reconstruct, widen, or add turn lanes to any intersections in the Fairhaven area.

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. Bellingham has adopted Transportation Element policies to allow more traffic congestion in Urban Villages and at the edges of the City during peak traffic hours as follows:

TP-12 To further support the Urban Village and infill strategy of the Land Use Element, the Bellingham City Council has adopted Peak Hour LOS E at p.m. peak hour, and where specific circumstances warrant, Alternative Peak Hour LOS F for transportation arterials where mitigation is difficult. The Council may, on a case-by-case basis, consider adopting Peak Hour LOS F, for other arterials as follows:

- 1.) On local arterials within designated Urban Villages;
- 2.) On local arterials that enter/exit the City; and
- 3.) On local arterials where mitigation is not feasible.

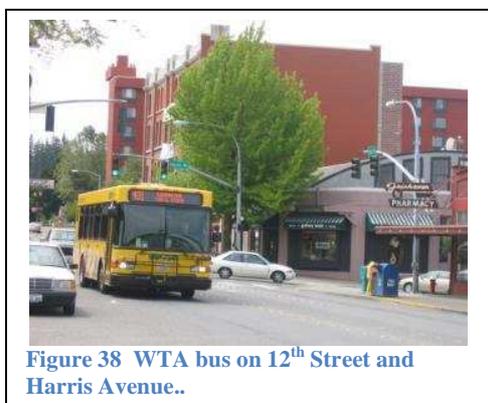
TP-18 Transportation funding for widening of public roads at the edges of the City should be minimized and peak hour traffic congestion should be allowed to increase at entry and exit points to the City to discourage single occupancy vehicle work commutes from rural residential areas to urban employment centers.

SIGNAGE:

Policy 6.14 Encourage the Public Works Department to update informational signage for Fairhaven's transportation system.

Policy 6.15 Encourage the Parks Department to sign and map trail intersections with neighborhood streets and arterials showing where the trails lead.

Policy 6.16 The Neighborhood Association should post signs welcoming walkers, bikers, and motorists at neighborhood entry points. Design of signs should be appropriate for their function and location.



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 4 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" (See WTA map below).

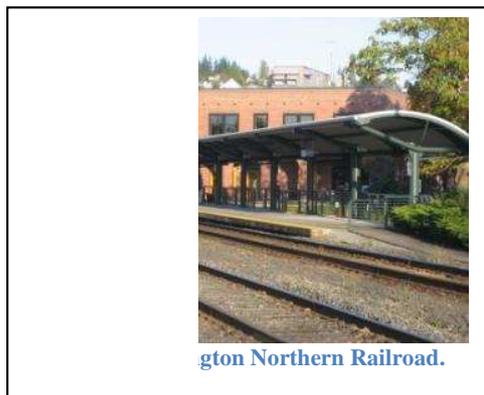
Policy 6.17 Encourage WTA to coordinate seasonal frequent bus service between the BNSF/Greyhound Station and the WWU campus during peak periods, e.g., before and after school terms and vacations.

Policy 6.18 Encourage WTA to work with the merchants and hotel industry to create a public/private partnership to provide shuttle service to serve the Fairhaven Historic District during peak tourism season.

Policy 6.19 Encourage WTA to provide "Transit-to-trail" signs at all WTA stops located near trailheads.

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 of North America at the end of the nineteenth century.



The Burlington Northern Santa Fe (BNSF) Railroad operates freight trains serving Bellingham. Although the City 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.



Policy 6.20 Encourage the Port of Bellingham to expand outside sheltered passenger waiting at the BNSF/Greyhound Station to accommodate peak demands.

Marine Transportation - Port of Bellingham and Alaska Ferry Terminal

Fairhaven Transportation Center

This multi-modal transportation facility 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 available at the Fairhaven Transportation Center. The location provides easy access to state highways, Interstate 5 and local medical and education services.

Policy 6.21 Identify ways to support and encourage expanded 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.

CHAPTER 7: CAPITAL FACILITIES

The goal of the Growth Management Act (GMA) with regard to public facilities and services is to ensure that public facilities and services necessary to support development shall be adequate to serve the development without decreasing current service levels below locally established minimum standards. A wide variety of public facilities and levels of serve are documented in the *Bellingham Comprehensive Plan* Capital Facilities Element.

PUBLIC SAFETY

Proposal 7.1 When resources and population levels merit a change, consider modifying the police work-station in Fire Station 2 to a staffed police sub-station that assures a visible police presence in the commercial, industrial and transportation areas of Fairhaven, as well as serve the south Bellingham neighborhoods.

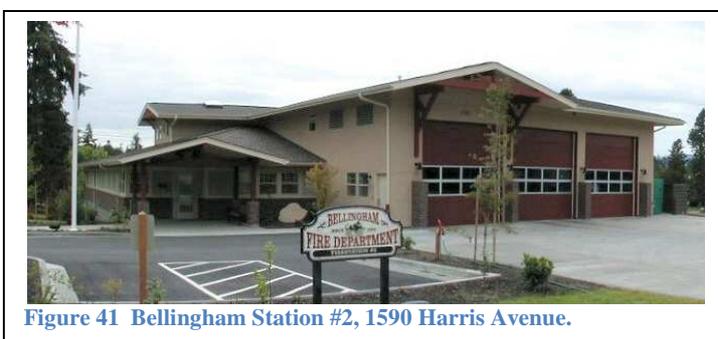


Figure 41 Bellingham Station #2, 1590 Harris Avenue.

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.

Policy 7.1 Work with the Bellingham Police Department to address the issue of overnight parking of non-resident

vehicles in the Fairhaven Neighborhood.

2005 *Bellingham Comprehensive Plan*, CF-22 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."

Policy 7.2 The level of fire protection service should be adjusted as the population of Fairhaven increases.

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 about 3,300 square feet of library operations, an auditorium with capacity for 200 people, limited kitchen facilities, and two smaller meeting rooms seating 30-45 people. The facilities can be rented.

Proposal 7.2 If resources become available, acquire property adjoining the Fairhaven Branch Library for additional library access and/or parking, open space or a playground.

Policy 7.3 Ensure that the Fairhaven Branch Library evolves to reflect growth in Fairhaven.

Policy 7.4 Preserve and restore the historic Fairhaven Branch Library building.

Proposal 7.3 Restore and upgrade library facilities to ensure both physical and technological access for the entire urban village and surrounding neighborhoods.

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

Policy 7.5 Retain neighborhood public schools within walking distance of many residences, to foster a healthier and more educated community.



Figure 42 Fairhaven Middle School.

SANITARY SEWER (WASTEWATER)

The City's Post Point Wastewater Treatment Plant 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 Post Point Plant. A planning process began in 2009 to expand the existing facility, and construction expected to be completed by 2014.

DRAINAGE (STORMWATER)

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.

Proposal 7.4 Create a stormwater management program for Fairhaven that will collect and treat stormwater using natural treatment systems, accommodate growth, and prevent flooding of streets and businesses in the commercial district.

Proposal 7.5 Remove the 27" storm sewer outfall located under the Harris Avenue bridge that discharges untreated stormwater into the Padden Creek Estuary. Redirect the stormwater via an above ground bio-swale filtering system to be discharged into the Padden Marsh located at Larrabee and 6th Street.

PRIVATE UTILITIES

Policy 7.9 Encourage Puget Sound Energy (PSE) to upgrade electric power infrastructure as needed to accommodate the population/ building growth in Fairhaven.

Policy 7.10 As new development occurs, encourage PSE to move power lines underground to enhance reliability, safety and the ambiance of Fairhaven.

APPENDIX

LIST OF REFERENCES AND RESOURCES FOR FAIRHAVEN

1. City of Bellingham Neighborhood Plan FAIRHAVEN, Adopted 1980
2. Padden Creek Estuary Area Planning Study, Habitat Restoration and Public Access, City of Bellingham, Parks and Recreation Department, June 1990
3. City of Bellingham: Watershed Master Plan Draft, Volume 2, Basin Detail, November 1993
4. City of Bellingham: Watershed Master Plan, Volume 1, September 1995
5. Bellingham Comprehensive Plan, 1995
6. City of Bellingham: Wildlife and Habitat Assessment, an inventory of existing conditions and background information, Ann Eissinger, December 1995
7. Bellingham Bay Demonstration Pilot, Final Habitat Restoration Documentation Report, February 1999.
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
11. Padden Creek Monitoring Project, Final Report, Institute for Watershed Studies, Huxley College of Environmental Studies, Western Washington University, June 5, 2002
12. City of Bellingham, Padden Creek Survey, for the Department of Public Works Plants Division, August 9, 2002
13. City of Bellingham, Wildlife Habitat Assessment, Ann Eissinger, March 2003
- 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
15. Washington State Department of Ecology, Padden Creek Pesticide Study: Final Report, October 2003
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
21. Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, Compiled and Edited by Puget Sound Action Team, Contributions from NOAA Fisheries, June 28, 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)
24. Title 22, Bellingham Municipal Code, Shoreline Master Program, April 26, 2007 Draft (still in draft form) approved by City Council December 2009
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
28. Post Point Heron Colony, 2009 Monitoring Annual Report, Ann Eissinger, Nahkeeta Northwest Wildlife Services.
29. Urban Streams Monitoring Program Report, COB Public Works Lab. Sept. 2010.
30. BMC 16.55, COB Critical Areas Ordinance.

DRAFT

31. CITY OF BELLINGHAM RESOLUTION 17-94, 9 MAY 1994

32. CITY OF BELLINGHAM AND FAIRHAVEN VILLAGE ASSOCIATION PARKING IMPROVEMENT AGREEMENT, 18 OCTOBER 1994