



Proposed Revision to FNUVP Draft of 12/21/11

rwthacker1 to: Nicole C. Oliver

01/25/2012 12:22 PM

History:

This message has been forwarded.

Hi, Nicole:

Here are my proposed revisions to the FNUVP Draft of 12/21/11. One pertains only to the Figures. The other is a rewrite of the Introduction and Chapter 1. I have gratefully received input from Chris Behee, Jeff Jewell, Greg McHenry, Gordy Tweit, Brian Griffin and Vince Biciunas.

I am still chasing the dates in bold type on Page 12.

I hope that PCDD Demolition Team is able to handle an explosive device of this magnitude! I will be standing by to do all that I can.

Cheers!

Ralph 752-1114

**COMMENTS ON THE DRAFT OF THE FAIRHAVEN NEIGHBORHOOD AND URBAN VILLAGE PLAN
RELEASED DECEMBER 21, 2011**

Figures

Cover – Photos should offer more general perspectives of Fairhaven, e.g.

Upper-Left – A view from the west showing boats on Harris Bay, working waterfront and bluff-top location of the Village

Upper-Right – A view from 12th and Knox looking south with welcome sign in the foreground and historic buildings and mountain scenery in the background

Lower-Left – A view from the north end of the of the Village Green showing people seated on the grass enjoying a performance of some kind (e.g., Pg. 11)

Lower-Right – A view looking west from 11th and Harris showing trees and flower baskets with Bellingham Bay in the background

Figure 1 – Caption should read: “Outdoor diners on 12th Street looking north toward intersection with Harris Avenue.”

Figure 2 – Caption should read: “Looking west on Harris Avenue toward intersection with 10 Street.”

Figure 5 – Replace photo with one from 1890 showing original hotel before second floor portico was removed. (Available from Whatcom Museum.)

Figure 6 – Caption should include: “Fairhaven Hotel in background.”

Figure 9 – Caption should identify street and direction.

Figure 10 – Caption should include: “from the intersection with Mill Avenue.”

Figure 11 – Caption should include: “across from Village Green.”

Figure 15 – Caption should indicate street location like Figure 16.

Figure 18 – Caption should include: “at the foot of Harris Avenue.”

Figure 20 – Caption should read: “Fairhaven Gardens from intersection of 11th Street and Mill Avenue.”

Figure 23 – Caption should read: “Looking south (not west) on 11th Street from the intersection with Harris Avenue.”

Figure 24 – Caption should read: “Waldron Building at the Corner of 12th Street and McKenzie Avenue built in 1891 and restored in 2009.”

Figure 26 – Caption should include: “between 11th and 12th Streets.”

Figure 27 – Caption should read: “The ‘Gravel Pit’ at 11th Street and Mill Avenue.”

Figure 28 – Caption should include: “adjacent to Fairhaven Village Green.”

Figure 29 – Picture of Parking Pay Station should be eliminated as decision to install them in Fairhaven has not been made.

Figure 30 – Caption should include: “looking south from Marine Park.”

Figure 31 – Replace existing photo with one showing the PCE at high tide.

Figure 32 – Caption should read: “Bellingham Bay from (not at) Marine Park.”

Figure 33 – Replace photo with one from cover. Caption should read: “Statue of Daniel Jefferson (“Dirty Dan”) Harris, founder of Fairhaven, on Fairhaven Village Green.”

Figure 34 – Replace photo with one showing entrance to South Bay Trail at 10th and Mill. The existing photo focuses on a rock and some trees that could be anywhere.

Figure 36 – Caption should read: “Looking north on 10th Street from the intersection with Donovan Avenue.”

Figure 37 – Caption should read: “Looking east from the intersection of Harris Avenue and 11th Street.”

Figure 38 – Caption should read: “WTA bus on 12th Street just north of Harris Avenue.”

Figure 39 – Caption should read: “Looking east along Burlington Northern and Santa Fe Railroad Tracks across from Bellingham Station platform.”

Figure 40 – Caption should read: “View of Alaska Ferry south-bound on Bellingham Bay from intersection of 13th Street and Mill Avenue.”

Figure 41 – Caption should read: “Bellingham Fire Station #2 on Harris Avenue at 15th Street.”

Figure 42 – Caption should include: “at 12th Street and Hawthorn Road.”

Add Figures

1. 1890 photo with Dan Harris’ hotel in foreground and Fairhaven Hotel beyond
2. Photo of waterfront in PAF’ heyday
3. Early photo of mill complex below bluff east of Padden Creek and north of Harris
4. Fairhaven Middle School
5. Larrabee Elementary School

6. Lowell Elementary School
7. Post Point Wastewater Treatment Plant
8. Fairhaven Shipyard
9. All American Marine
10. Seaview Yacht Service
11. LFS Trawl
12. Unicraft

Introduction

Purpose of the Plan

The Bellingham Comprehensive Plan adoption in 1980 designates a 192-acre, two-level, waterfront site at the city's southwest corner as the Fairhaven Neighborhood. This site features an upland section with a compact, built-environment typified by turn-of-the-20th-century architecture having historic and newer structures devoted to commercial and mixed-uses flanked on the southwest and the north by residential areas of single- and multi-family dwellings. Its lower level is home to several marine-industrial enterprises, a multi-modal transportation center and natural and recreational areas. Although the smallest of Bellingham's twenty-five neighborhoods, Fairhaven is the most diverse. Since it was once a town and then the center of a city occupying nearly half of what is now Bellingham, the area now designated as Fairhaven achieved "urban village" status long before that term entered the City Planning vocabulary. It continues to serve as the socio-economic hub of Bellingham's Southside as well as a destination for residents of the broader community and also for visitors from afar.

This document is intended to provide a planning framework that will help to enhance Fairhaven's function as an urban village and to guide its growth and development for the next twenty years. In recognition of Fairhaven's history and unique character, this plan is called "The 2012 Fairhaven Neighborhood and Urban Village Plan" (FNUVP). It represents the first complete revision of the existing Fairhaven Neighborhood Plan published in 1980. Because of the reduced size imposed by the designated neighborhood boundaries, Fairhaven residents must access three public schools and a major park that are still within walking distance but situated in areas now allocated to one of the four adjoining neighborhoods. Consequently, the FNUVP recognizes the existence of a de-facto urban village boundary located approximately one-half mile from the center of the Fairhaven Historic District.

XX

Scope of the Plan ("Vision for the Future" moved to end of this section)

XX

Key Planning Goals (Add Eighth Goal: "Maximize the value of Fairhaven's natural, two-level setting.")

Relationship to the Comprehensive Plan (Eliminate the duplicate verbiage.)

XX

VISION FOR THE FUTURE (Place after "The Planning Process.")

The community comprising the Fairhaven Neighborhood-Urban Village seeks to maximize environmental stewardship, quality of life and economic well-being while maintaining the area's unique ambiance. Perhaps the most significant challenge in this effort will be maintaining its compact form, intimate scale and historic architectural elements in the face of inevitable change. Recent experience has demonstrated the economic unfeasibility of retrofitting originally-unreinforced structures to comply with modern seismic safety requirements. The small block-size of Fairhaven's original plats makes erecting new buildings within the walls of historic ones economically unfeasible. The course of action will be directed by one of the following alternatives:

1. Confine new construction and/or redevelopment to Fairhaven's present commercial core following the height limitations and design guidelines contained in this plan and consider raising the height limitations when full build-out has been achieved. This would maintain the core's architectural style, compact form, and easy walkability but negatively impact views, at least to some extent. When historic buildings must be raised for safety reasons, their replacements will be given facades that retain the original spirit and intent.

2. Confine new construction and/or redevelopment to Fairhaven's present commercial core following the height limitations and design guidelines contained in this plan and prohibit raising the height limitations when full build-out has been achieved but permit new structures to be erected around the immediate perimeter following the original directives. This would maintain the architectural style but attenuate the compact form, decrease the walkability and greatly reduce views to and from the core, unless the new structures were only allowed to be placed on sites located from the east side of 12th Street to the east side of 13th Street.
3. When full build-out of Fairhaven's present commercial core has been achieved, require new construction on its immediate perimeter to follow the design guidelines contained in this plan but allow greater height limits. This would maintain the architectural style but override the compact form and decrease the walkability and greatly reduce views. Furthermore, it would shift the "critical mass" of economic activity away from the core, creating a vacuum effect at the center.
4. When full build-out of Fairhaven's present commercial core and its immediate perimeter has been achieved, allow new construction to spread beyond its immediate perimeter to the north and south (and possibly the east) following the original directives. This would maintain the architectural style but override the compact form, negatively affect views, impede walkability and promote greater automobile dependency.
5. When full build-out of Fairhaven's present commercial core and its immediate perimeter has been achieved, allow new construction to spread beyond its immediate perimeter to the north and south (and possibly the east) with relaxed design guidelines and height limitations. This would modify the architectural style, greatly reduce views, terminate walkability and force greater automobile dependency. Most regrettably it would constitute an instance of "urban village sprawl," virtually destroying the current sense of place that Fairhaven residents and visitors prize so highly.

Chapter 1: Neighborhood Character

Fairhaven's Natural and Historic Context

The area that became known as Bellingham's Fairhaven Neighborhood originally lay around a cove formed by a bluff on the east and a sand spit on the south terminating with a point topped by a low hill. A creek flowed from a lake two miles eastward and entered the cove from the south below the bluff after forming two tidal lagoons. Beyond the bluff and the creek, the terrain rose to hillsides on the east and south. The entire site was heavily forested and alive with salmon, shellfish, animals and birds.

Human presence in this locale began over 5,000 years ago as evidenced by the remains of Native American fishing camps beside the Padden Creek lagoons. The Native American name for this location was *Sis-e-le-chem*, which means "a small place where good things happen." Settlement by people of European origin began in 1853 with the filing of two Donation Land Claims. The first was submitted by John Thomas (who died in 1854) claiming 160 acres lying east and south of the cove that was later to be called "Harris Bay," including the area known as "Deadman's Point."¹ The second was submitted by Alonzo M. Poe, claiming 320 acres along the shore of Bellingham Bay just south of Thomas. A. M. Poe built a dwelling on the shore about one-half mile south of Deadman's Point.

Daniel Jefferson Harris, just turned twenty-one, arrived in the area not long before Thomas died and saw the potential for a local sea port like Sag Harbor in his hometown of East Hampton, NY. Dan Harris² assumed the Thomas claim and lived for thirty years in a cabin atop the low bluff at the mouth of Padden Creek. In 1866, A. M. Poe was issued a patent granting him 303 acres including Deadman's Point. In 1871, Dan Harris was issued a patent granting him 146 acres that did not include Deadman's Point and added 34 acres at the southeast corner of the tract for which he had originally filed. In



Property of Special Collections, University of Washington Libraries

Figure 1 Fairhaven Hotel, 1890. Source: Special Collections, University of Washington Libraries.

order to gain deep water access, Dan Harris later purchased a plot of 43 acres west of his claim that included Deadman's Point from A. A. Denny of Seattle, who was a Poe successor.

Dan Harris filed the plat for the "Town of Fairhaven on Harris Bay" on January 2, 1883. That plat consisted of a grid of eighty-five blocks measuring 200' by 200' with forty being divided into eight 50' x 100' lots. Two blocks were reserved for a shipyard just inside of Deadman's Point and six for a saw mill at the mouth of Padden Creek. However, no land was set aside for public uses and no alleys were included. The plat shows thirteen numbered streets running east and west and seven named streets and two unidentified streets running north and south. Only Douglas and McKenzie were called

¹ Also: "Graveyard Point," "Point Bennett," "Commercial Point," "Post Point and (incorrectly) "Poe's Point."

² Early on, Dan Harris earned the sobriquet "Dirty Dan" due to his habitual lack of attention to personal hygiene.

“Avenues.” All street widths were set at 80’ except for McKenzie Avenue, which was 100’ wide. McKenzie served as Fairhaven’s main street until the mouth of Padden Creek was bridged in 1889 joining the two sections of Harris Street.

During 1883, Dan Harris built a three-story frame hotel at the corner of Harris Avenue and 4th Street and an adjacent dock. Between 1883 and 1888 he sold 241 lots and then on moving to Los Angeles conveyed most of his remaining Fairhaven property to railroad builder, Nelson Bennett, and mining magnate, Charles X. Larrabee, of the Fairhaven Land

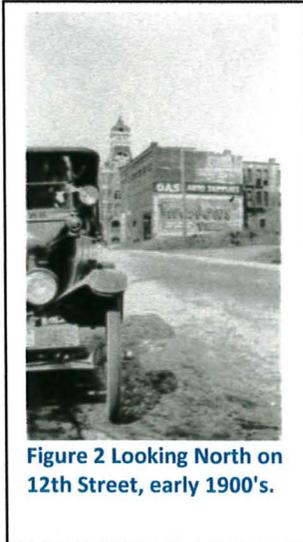


Figure 2 Looking North on 12th Street, early 1900's.

Company (FLC) for \$75,000. In 1889 the FLC filed an amended plat of Fairhaven eliminating the ship yard reserve, changing the saw mill reserve to a railroad reserve and adding a second railroad reserve covering all of Deadman’s Point. Neither of these reserves was ever utilized for the intended purpose. The amended plat also excluded the two southernmost rows of blocks and the two blocks located in the bay west of Deadman’s Point, twenty-six in all. It also reduced the lot sizes in thirty-seven blocks to 25’ by 100’ and designated the street south of McKenzie as Larrabee.³ In 1889 the bodies interred on Deadman’s Point were moved to other cemeteries and its hill was leveled to fill in the marshy area south of Harris and west of Padden Creek.

During 1889-90, the FLC built Ocean Dock west of 4th Street and constructed a railroad line that ran south to Sedro Woolley (the Fairhaven and Southern) and north to the British Columbia border (the Fairhaven and Northern). In 1891, the completed line was sold to James Hill and became part of the Great Northern Railroad. For a period of time, two rail lines (the Great Northern) and (the Northern Pacific) ran on trestles across Harris Bay and another one (the Interurban) later ran along the 9th-10th Street Bluff.

The FLC sponsored a nation-wide publicity campaign touting Fairhaven as the “Chicago of the West” causing its population to soar from 500 to 4,000 between mid-1889 and mid-1890. In late 1890 Fairhaven was chartered as a city incorporating the Town of Bellingham just to the north and extending to Lake Padden on the east and to the Whatcom County boundary line on the south. 1890 also saw the inauguration of municipal water and electric services and the improvement of major streets. In 1891 the Fairhaven Street Railway Company installed two street car lines that met at 11th and Harris (Hence the Terminal Store). The first one ran east and west along Harris Street and north and south along 11th between Ocean Dock and foot of State Street Hill. In 1892 this line was extended up the hill to connect with the New Whatcom line. The second Fairhaven line ran east and west on Harris between 11th and 21st Streets and was later extended to 30th via Donovan.

Most of Fairhaven’s historic brick buildings were erected between 1890 and 1903, with heavy reliance on ship ballast for material. The maximum height was four stories except for the iconic Fairhaven Hotel at 12th and Harris with a tower that soared to one hundred feet. Recessionary signs began to arise in Fairhaven in 1891 and the global economic collapse of 1893 ended its dramatic growth leaving most of these structures under-utilized. With his 1891 purchase of Nelson Bennett’s interest in the FLC, which he replaced with his own firm, the Pacific Realty Company. C. X. Larrabee thus assumed control of the Fairhaven Hotel. It served as his family’s home from 1892 until the 1916 completion of the Larrabee mansion overlooking Fairhaven in what is now the Edgemoor Neighborhood, the development of which was led by C. X. Larrabee’s son, Charles F. Larrabee. C. X. Larrabee gave the land for the building of the Fairhaven Carnegie Library and with Cyrus Gates donated the land for Fairhaven Park.

In 1903-04 Fairhaven merged with Whatcom to form the present City of Bellingham. Commercial buildings lined both sides of Harris between 12th and 8th Streets. From that point, one and two story wood-frame buildings largely devoted to industrial uses ran down to 4th Street. Harris Bay was rimmed with docks, warehouses and sawmills, many built on pilings. After consolidation, the area that had been the City of Fairhaven became known as “South Bellingham” or the “Southside,” with major employment continuing to be provided by the industries around Harris Bay and goods and services supplied by businesses in the commercial district west of the Fairhaven Hotel. During the first half of the 20th Century, as Downtown Bellingham saw taller larger steel and concrete and frame buildings rise, the South Bellingham commercial district remained characterized by its historic two, three and four story unreinforced masonry buildings. In 1928 the Fairhaven Hotel was reduced to a six-story (72’) structure by the removal of its lofty tower for safety reasons.

³ Donovan, Wilson and Cowgill Streets were added later using the surnames of three FLC executives.

In 1921, as autos began to replace streetcars and trains, Chuckanut Drive and 12th Street became Pacific Highway 99, providing Bellingham with a southern gateway. With the completion of Finnegan Way in 1935, this traffic flow was split between 11th and 12th Streets. The increase in automobile traffic created new retail opportunities for South Bellingham and service stations and novelty shops multiplied. However, growing automobile reliance also had a negative impact on South Bellingham, since people who formerly walked or rode street cars to work or to shop could live further away.

Industrial and marine enterprises along Fairhaven's waterfront were long its major economic engine. Starting in 1883, a succession of lumber mills, originally built on pilings, occupied the eighteen-acre section east of Padden Creek. Among the largest of these were Puget Sound Sawmills & Timber Co. (19xx-xx), Bellingham Plywood (1941-xx) and Washington Loggers (1960-xxx). In 195X, Uniflite moved its boat-building operation into the 100,000 square foot building vacated by Bellingham Plywood and later added three steel frame buildings near by. This area, acquired by the Port of Bellingham in 1937, has been known as the "Fairhaven Marine Industrial Park" since 1963. It continues to be occupied by marine-related businesses (See list below).

From 189x to 1965, the section of the waterfront west of Padden Creek was dominated by salmon canning operations, primarily Pacific American Fisheries (PAF), incorporated in 1889. PAF was founded by promoter Roland Onfroy and molded into the largest salmon cannery in the world by Chicago businessman, Edward B. Deming. In its heyday, PAF had three canneries in Washington, one in British Columbia and twenty-four in Alaska, plus shipyards at Deadman's Point and on Eliza Island and an extensive assortment of fishing boats, tow boats, barges and fish traps. Smaller canneries, box and can manufacturers, and lumber mills filled the nearby shoreline sites and Harris Street was lined with supporting machine and maintenance shops.

South Bellingham's industries were active during World War II and into the early 1950's. In fact, the immediate post war period is remembered as the locale's most vibrant by life-long resident, Gordon E. Tweit, retired pharmacist and local historian. However, a dramatic economic and social decline began with the 1953 destruction of the Fairhaven Hotel building by fire, ending the operation of the Boy's and Girl's Club. The trend continued with the 19xx closing by Georgia Pacific of Bellingham Plywood, which it had purchased in 1947. All of the plant's machinery and equipment was moved to Oregon and California and many of the employees opted to follow. The decline was



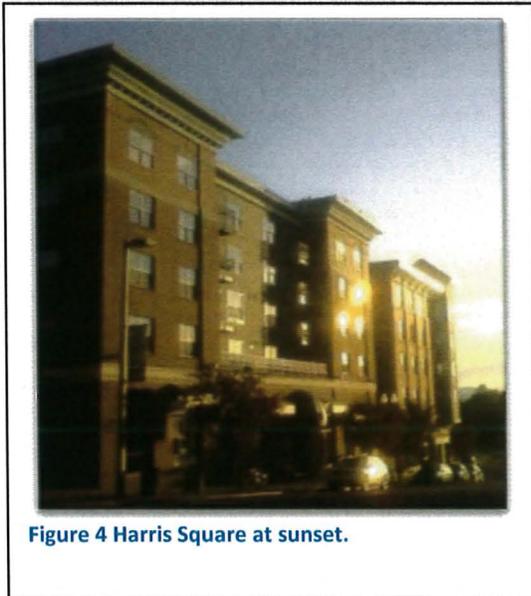
Figure 3 Fairhaven in the 1970s showing the Monahan, Dirty Dan's and Terminal buildings prior to restoration. Source: Whatcom Museum of History and Art Photo Archives.

further exacerbated by the 1965 decision of the PAF shareholders to liquidate the company's entire holdings due to adverse developments in the canning industry and the promise of more profitable investments.

PAF sold its Fairhaven real estate to the Port of Bellingham In 1966 and its former headquarters building on Harris between 4th and 5th was remodeled to create the Bellingham Railroad and Bus Terminal by the Port of Bellingham in 1994-95. The Port had constructed the adjacent Bellingham Cruise Terminal in 1989. A further adverse blow was delivered to the South Bellingham community in 1980 when fire destroyed the cavernous Uniflite building. The Port of Bellingham replaced that structure with four steel frame buildings which now occupy the FMIP along with the three previously built by Uniflite and the wood frame building that was originally Bellingham Plywood's log deck.

Loss of waterfront jobs and activity and the completion of I-5 in early 1960's drew most of the through automobile traffic away from South Bellingham, causing many commercial businesses to close and leaving only a few basic services. In addition, the age and obsolescence of the many local buildings and the number of vacant lots generated a negative perception in the wider community and precipitated the erosion of property values. The resulting favorable prices for both residential and commercial space attracted faculty, students and graduates from rapidly-expanding Western Washington University (then College). During the Vietnam War era, the South Bellingham commercial district became a center for the counterculture, with new bookstores, artists, improvisational theatres, coffee shops, bars, restaurants and cooperatively-owned businesses injecting new life. Prominent examples were Toad Hall in the basement of the Nelson Block and the Food Co-Op on the first floor of the Morgan Block

In the early 1970's, investor-developer and Bellingham native, Kenneth Imus, began to purchase historic buildings and vacant parcels in the area and to undertake renovation and modest new construction projects inspired by the vision of resurrecting the "Fairhaven Village." Over the next two decades, Fairhaven enjoyed a gradual rebirth as empty storefronts and upper floors in new and renovated buildings became occupied, owners invested in structural and tenant improvements and property in the surrounding residential areas regained value. With the advent of formal, neighborhood planning in 1980, Fairhaven regained its official recognition, becoming one of the City of Bellingham's twenty-three (now twenty-five) neighborhoods. In 1977, seventeen of Fairhaven's early buildings were placed on the National Register of Historic Districts.⁴



From 1995 and through 2005, Fairhaven saw an intensive period of new construction and renovation within and immediately adjacent to the historic district. Most of these efforts have incorporated traditional materials and streetscape features however, increases in height and bulk have compromised the human scale and restricted views. However, the retrofitting of Fairhaven's historic, unreinforced brick buildings in order to bring them into conformity with current seismic standards has proven to be economically unfeasible. Unfortunately, the following years of economic recession have resulted in high vacancy rates, a cessation of new development and the closure of several businesses.

Fairhaven Today

Fairhaven's Form is Fully-functional. Although its 2010 population of 880 and its area of .3 square miles make it now Bellingham's smallest neighborhood, Fairhaven remains the most diverse. It is ***a complete urban village*** having a thriving commercial core with mixed-use structures featuring condominiums and apartments bordered by single-family and multi-family areas and a marine-industrial waterfront and a multi-modal transportation center.

Fairhaven's Ambience is unique. Although its old-growth forests were completely clear-cut and burned in 1899-90 to facilitate development and the shoreline of Harris Bay has been extended by the deposit of 30 acres of fill, its two-level setting continues to generate a palpable sense of place: the ***warm texture and an intimate scale*** of a turn-of-the-20th century built environment with spectacular views of Bellingham Bay and ***ready access to the shoreline and wooded areas*** along Padden Creek.

Its Natural Areas include the wooded Padden Creek, the Padden Creek Estuary, the Post Point Great Blue Heron Colony and the restored Post Point Lagoon, which are abundant with wildlife and provide trail access and recreational areas for residents and visitors.

Its Public Facilities are diverse. Fairhaven houses the Bellingham Cruise Terminal and the Bellingham Transportation Center, offering services by Amtrak, the Alaska and local ferries and Greyhound and local buss. Harris Bay provides a

⁴ Exhibit 1 lists the buildings included in the Fairhaven National Historic District Register.

public boat launch, a small boat storage and rental service (Bellingham Bay Community Boating Center) and a sheltered anchorage from the prevailing southwest winds for vessels of moderate size. The Bellingham Sewage Treatment Plant is located in Fairhaven and also the Fairhaven Branch of the Bellingham Public Library. Marine Park is located at the foot of Harris Avenue and Fairhaven and Boulevard Parks, situated in the adjacent South and South Hill Neighborhoods, are readily accessible via the South Bay Trail. Fairhaven's children attend the Lowell Elementary School on the near-side of the South Hill Neighborhood, the Fairhaven Middle School on the near-side of the Edgemoor Neighborhood and Sehome High School in the Happy Valley Neighborhood. The nearby campus of Western Washington University is accessible by frequent Whatcom Transit Authority bus service as are both Whatcom Community College and Bellingham Technical College.

Its Residential Population is distributed among 139 single-family dwellings, 337 multi-family units and 101 group housing units. The aggregate occupancy rate is 90.5%. Fairhaven Neighbors (FN), recognized by the City of Bellingham as Fairhaven's Neighborhood Association, has been deeply involved in the public process leading to the drafting of the Fairhaven Neighborhood and Urban Village Plan. FN warmly welcomes individuals from Fairhaven's commercial and industrial sectors to attend its monthly meetings and to become members.

Its Commercial Sector consists of more than two-hundred retail and personal service firms, most of which are members of the Old Fairhaven Association (OFA). The OFA actively promotes its member's interests via organizing ongoing publicity campaigns, sponsoring frequent community events and participating in public meetings such as the ones that were held by the City of Bellingham Planning and Community Development Department in the preparation of the present Fairhaven Neighborhood and Urban Village Plan.

Its Industrial Base, now smaller than in earlier years, includes the Fairhaven Shipyard and All American Marine, situated on state land managed by the Port of Bellingham and LFS Trawl, Seaview Yacht Systems and Unicraft, situated in Fairhaven Marine Industrial Park.

Prospects for the Future

The challenge of this plan is to establish a framework within which Fairhaven's growth and development can be managed and its function as an urban village can be enhanced while retaining its unique sense of place and its welcoming sense of community.

Environmental Preservation

- Padden Creek
- East Side of Padden Lagoon
- Riprap near BBCBC
- Stormwater Diversion from Harris Ave. Conduit
- Stormwater Diversion from and POB Paved Areas

Recreational Enhancements

- Pedestrian and Bicycle Link from South Bay Trail to Taylor Dock
- Pedestrian and Bicycle Link from Village Green to Former Log Dump Site
- Access to the Water at the West End of the Link via Underpass or Overpass of RR Tracks
- Small Park as Destination Just East of Underpass or Overpass

Public Facilities Improvements

- Place ADA Ramp Next to Stairway from Village Green to Harris Avenue
- Fill-in Missing Sections of Sidewalk on 11th Street
- Fill-in Missing Sections of Sidewalks on Finnegan Way
- Add Crosswalks at 11th and Douglas, 11th and Knox 12th and Finnegan Way
- Add Crosswalks at 10th and McKenzie, 10th and Larrabee and 10th and Donovan
- Add Traffic calming at 10th and Douglas, 10th and Mill and 10th and Donovan
- Re-engineer Intersection at 11th, Knox and Finnegan Way

Development Opportunities

For the Residential Areas

- The participants in the series of public meetings held in the process of preparing this plan encouraged the development of *a range of housing types* that honor the historic architectural tradition of Fairhaven and respect the natural environment, while providing housing opportunities for a diverse mix of incomes and cultures. (OK as is)
- This will include mixed-use structures in the commercial areas.
- This might include some limited single-family infill, the approval of ADU's, and the replacement of aging multi-family dwellings outside of the commercial areas and the possible replacement of single-family dwellings along arterial streets by multi-family and/or mixed-use structures.

For the Commercial Areas in this plan are based on an analysis of the most recently-constructed 500,000 square feet of mixed-use space, from which future market demands should differ little. Contributing to this total are Fairhaven Gardens, the Waldron/Young Block and Harris and McKenzie Squares. These four projects average 64 housing units and 21,000 square feet of commercial space per acre.

(Identify the specific parcels that make up the 3.5 acre, 0.6 acre and 2.6 acres of potentially re-developable land.)

For the Industrial Areas

- The 6.6 acres of privately-owned property on the south side of Harris avenue west of Padden Creek is now zoned light industrial. It should be developed for that purpose with the possible allowance of a 54' height limit and the inclusion of some mixed uses.
- The City of Bellingham has reserved the property on McKenzie Avenue west of 4th Street that it acquired in 2006 for the future expansion of the municipal sewage treatment plant.
- The property along Harris Avenue owned and/or managed by the Port of Bellingham includes four acres of vacant land. Average building height on all Port Property should be limited to 40 feet, in keeping with existing structures, except for the possibility of 60 foot variances to accommodate creation of a dry-stack storage facility and/or indoor bays needed to facilitate the repair of larger private boats.