

Tuesday, February 7, 2012
Transportation Commission
Nicole Oliver, Project Manager

Fairhaven Neighborhood and Urban Village Plan



Purpose of Tonight's Meeting

- **Project Overview**
- **Discussion Points**
 - Multi-modal Transportation and Circulation
 - Street Improvements
 - Parking



Project Scope and Vision

PROJECT SCOPE: *Compile and refine* a complete Fairhaven Neighborhood & Urban Village Plan

- Revamp the development regulations and Design Review Code
- Improve predictability and streamline the process
- Build consensus

VISION: The Fairhaven Neighborhood seeks a balance of environmental stewardship, quality of living and economic well-being.



Project Schedule

- Held many public meetings – gained insight, clarity and input
- Collecting and posting comments on DRAFT Plan, Design Standards and Regulations:
www.cob.org/fairhaven
- Board and Commission review ongoing
 - Historic Preservation Commission, Transportation Commission, MNAC
- Public Input Meeting February 16th
- Planning Commission April 19th

Key Planning Goals

- Preserve and enhance Fairhaven's distinctive and historic character.



- Fulfill Fairhaven's role as a **model** of a vibrant, successful urban village.

Key Planning Goals

- **Protect, restore and preserve** the existing natural areas in Fairhaven.
- Maintain a **healthy balance** between residential, industrial, commercial and retail sectors.



Key Planning Goals

- Enhance infrastructure to encourage and support the **pedestrian and bicycle-friendly** atmosphere.
- Address traffic, pedestrian safety and parking **challenges**.



Land Use Assumptions

- Established development patterns and limited land supply (3.4 acres vacant)
 - Capacity projections based on last 10 years of market-rate development intensity
 - Assumes build-out at a similar level (20 year horizon)
 - DRAFT proposals are consistent with adopted Comprehensive Planning goals and policies and other City-wide plans (Sewer/Water/Stormwater)
- 2008 data was used for both the Parking Study and Traffic Analysis



3 D Modeling – view impacts



Development Character: Design, height and public amenities

Proposed guidelines will:

- Preserve **human-scale** environment
 - **Maintain a 3 and 4 story** street presence while accommodating growth
 - Emphasize **public view** corridors
 - Enable feasibility of **underground parking**
 - **Minimize** visual impacts of parking
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- Pedestrian corridors and other public realm improvements are **built in** as standards



FAIRHAVEN DESIGN STANDARDS

Objectives

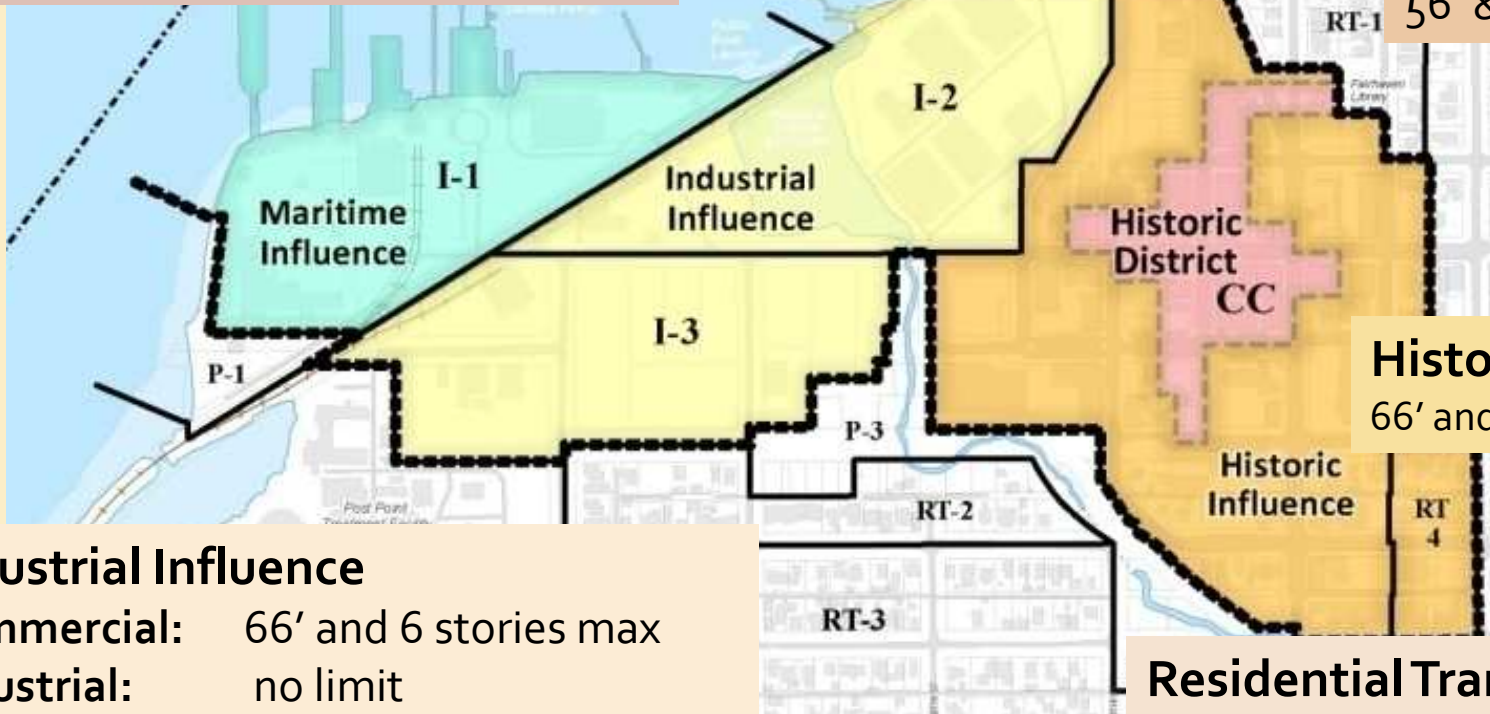


- Design guidelines **improved**
- Historic district **preserved**
- Process more **predictable**
- New development **compatible**

Height Limits -- Proposed

Maritime Influence

Commercial: 66' and 6 stories max
Industrial: no limit



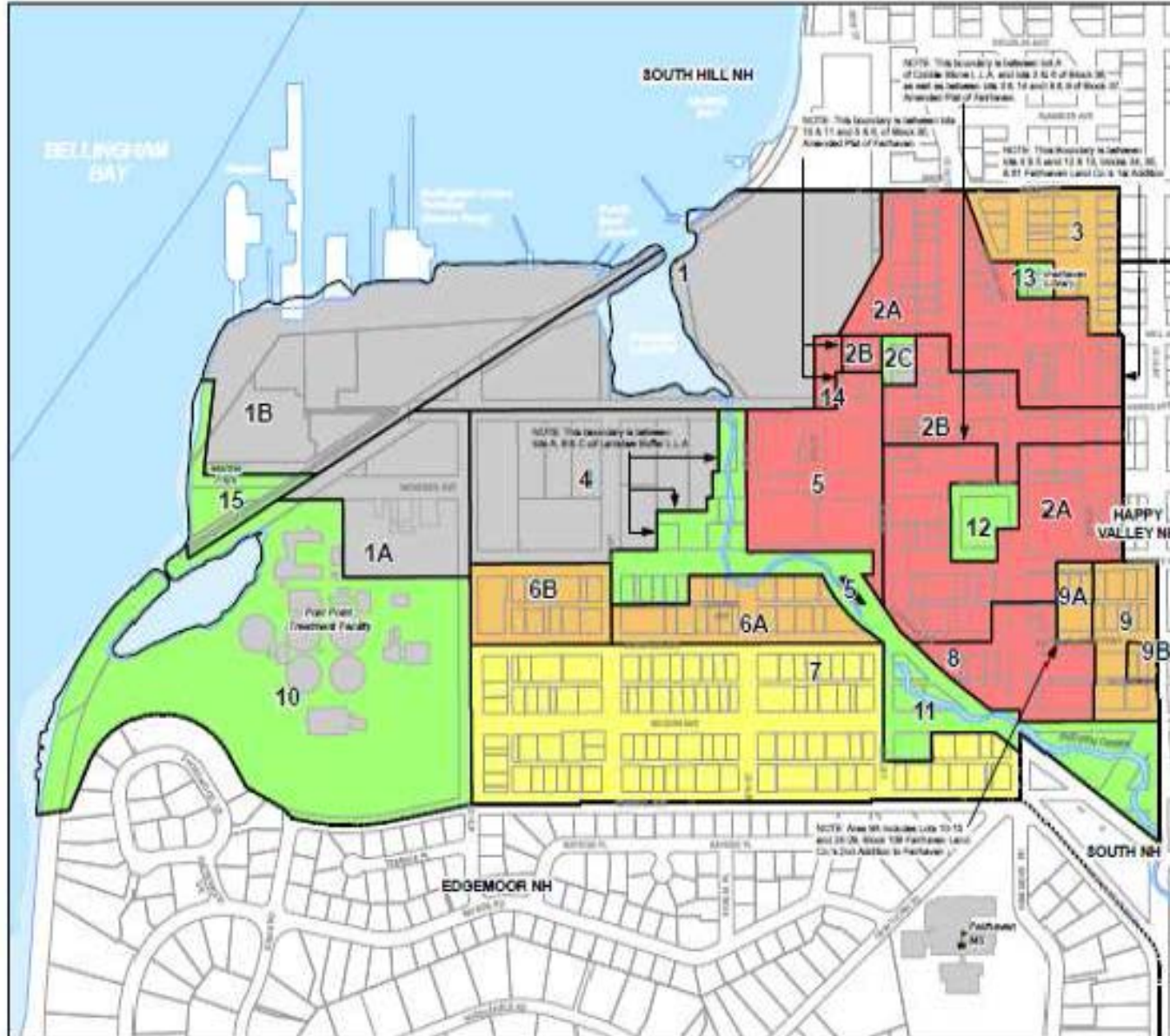
Historic District
56' & 4 stories max

Historic Influence
66' and 6 stories max

Industrial Influence

Commercial: 66' and 6 stories max
Industrial: no limit

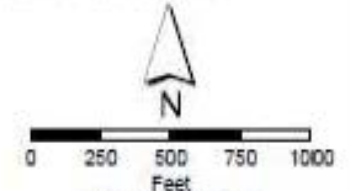
Residential Transition 4
35' maximum height



FAIRHAVEN NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATION*
1	Industrial, Marine
1A	Industrial, Marine/Mixed/Planned
1B	Industrial, Marine/Mixed/Planned
2A	Commercial, Mixed/Neighborhood
2B	Commercial, Mixed/Neighborhood
2C	Public, Park
3	Residential Mult, Multiple
4	Industrial, Light
5	Commercial, Mixed/Planned
6A	Residential Mult, Planned
6B	Residential Mult, Mixed/Planned
7	Residential Single
8	Commercial, Planned
9	Residential Mult, Multiple
9A	Residential Mult, Mixed/Multiple
9B	Residential Mult, Mixed/Multiple
10	Public, Open Space/Park/Utilities
11	Public, Open Space/Park
12	Public, Housing
13	Public, Governmental Services
14	Commercial, Mixed/Planned
15	Public, Park

*SEE BELLINGHAM MUNICIPAL CODE TITLE 16.01 TABLE OF ZONINGS REGULATORY CODE FOR MODIFICATIONS BY THE CITY OF BELLINGHAM LOCAL AND OTHER SPECIAL PROVISIONS FOR EACH ZONING AREA.



City of Bellingham
Planning Department
2011

FAIRHAVEN URBAN VILLAGE

Boundary & Land Use Areas

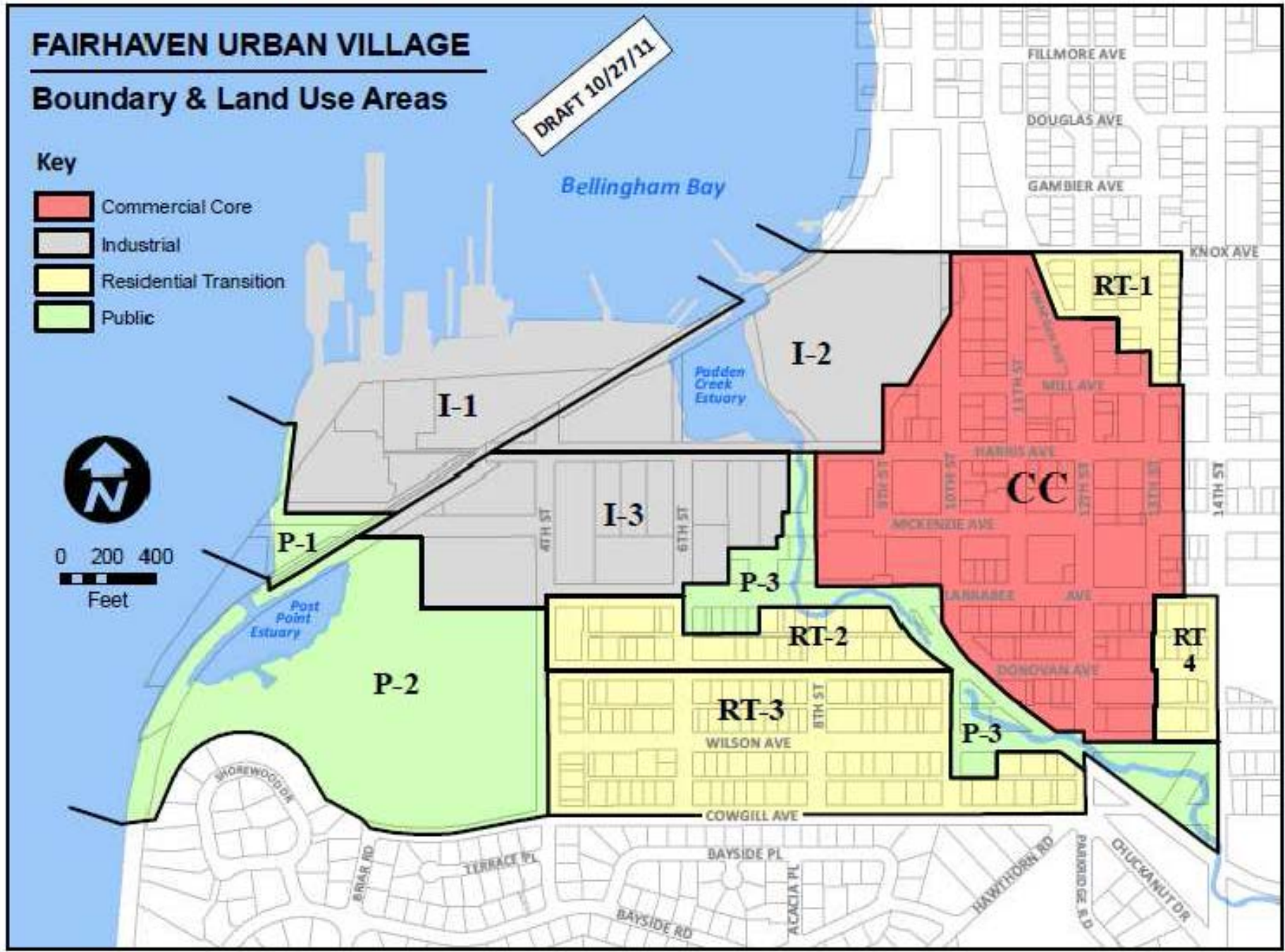
DRAFT 10/27/11

Key

-  Commercial Core
-  Industrial
-  Residential Transition
-  Public

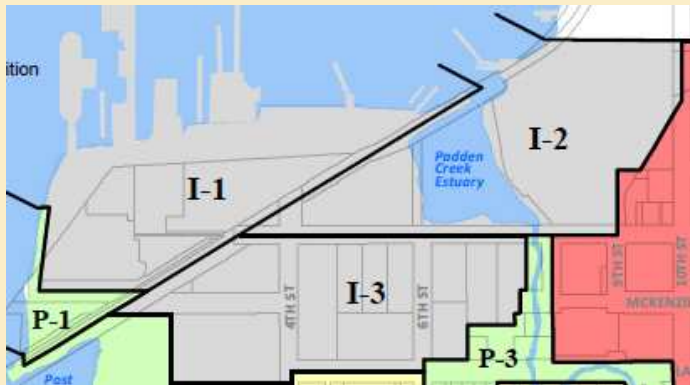


0 200 400
Feet



I-3 – Light Industrial/Commercial

- Conducted extensive evaluation of potential rezone:
 - No clear consensus from public process
 - Employment Land Supply Study: high priority to keep industrial land available for **job creation**
 - Adds select uses (incl. hotel/motel and parking) for flexibility
 - Height limits across Industrial parcels to preserve public ROW views



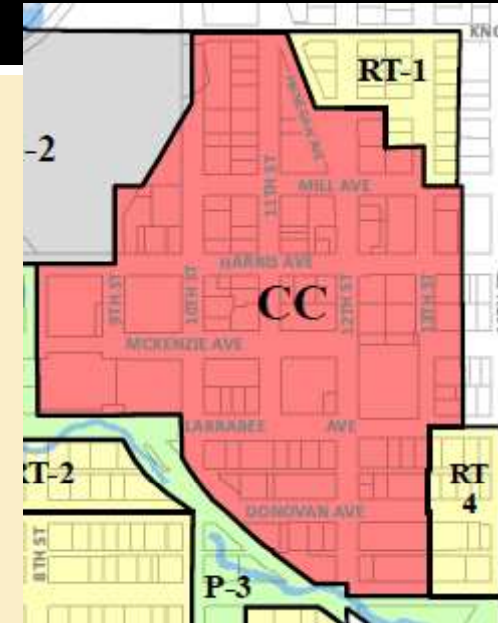
Residential Transition Areas

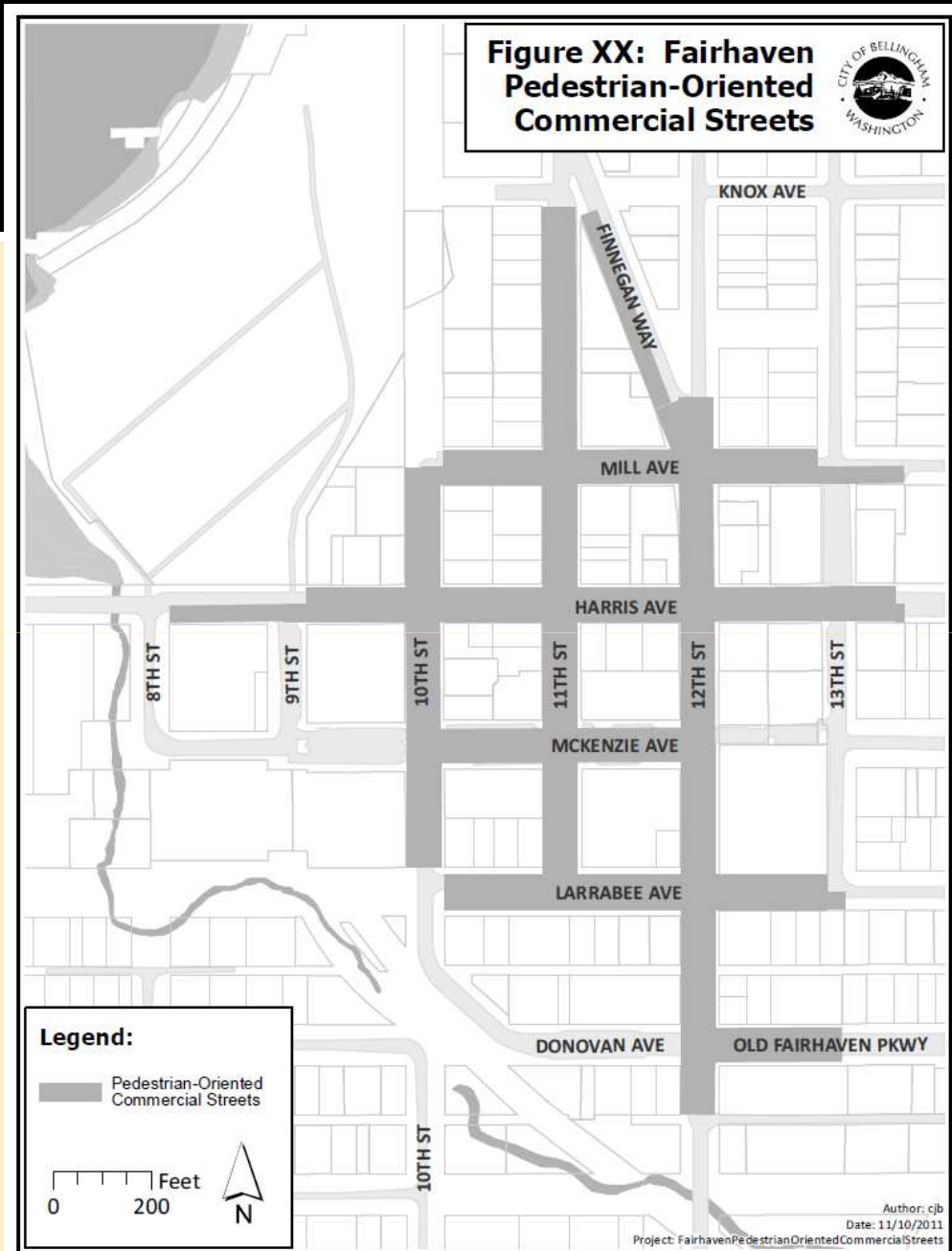
- RT-3 Single-family Residential
- Proposed two optional new uses: **Detached ADU and Carriage House**
- Surveyed 88 residential property owners – 20% responded



Commercial Core

- Consolidates 11 existing areas into 1
- National Historic District included within the boundary
- Clarifies allowed uses and improves consistency





Pedestrian-oriented Streets:

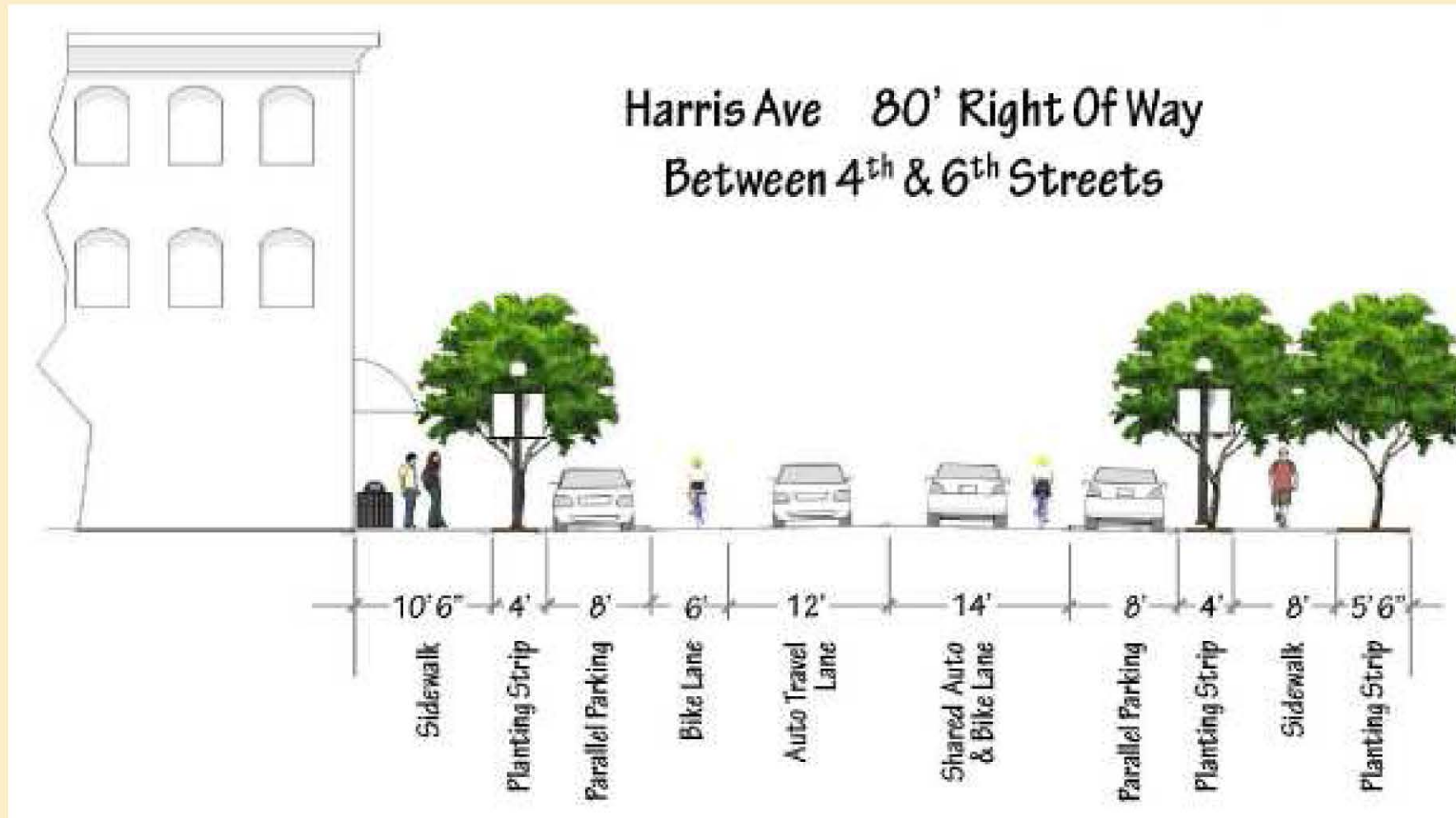
- Requires commercial use at street front
- Activates the street



Harris Ave Street Standards



Harris Ave Street Standards



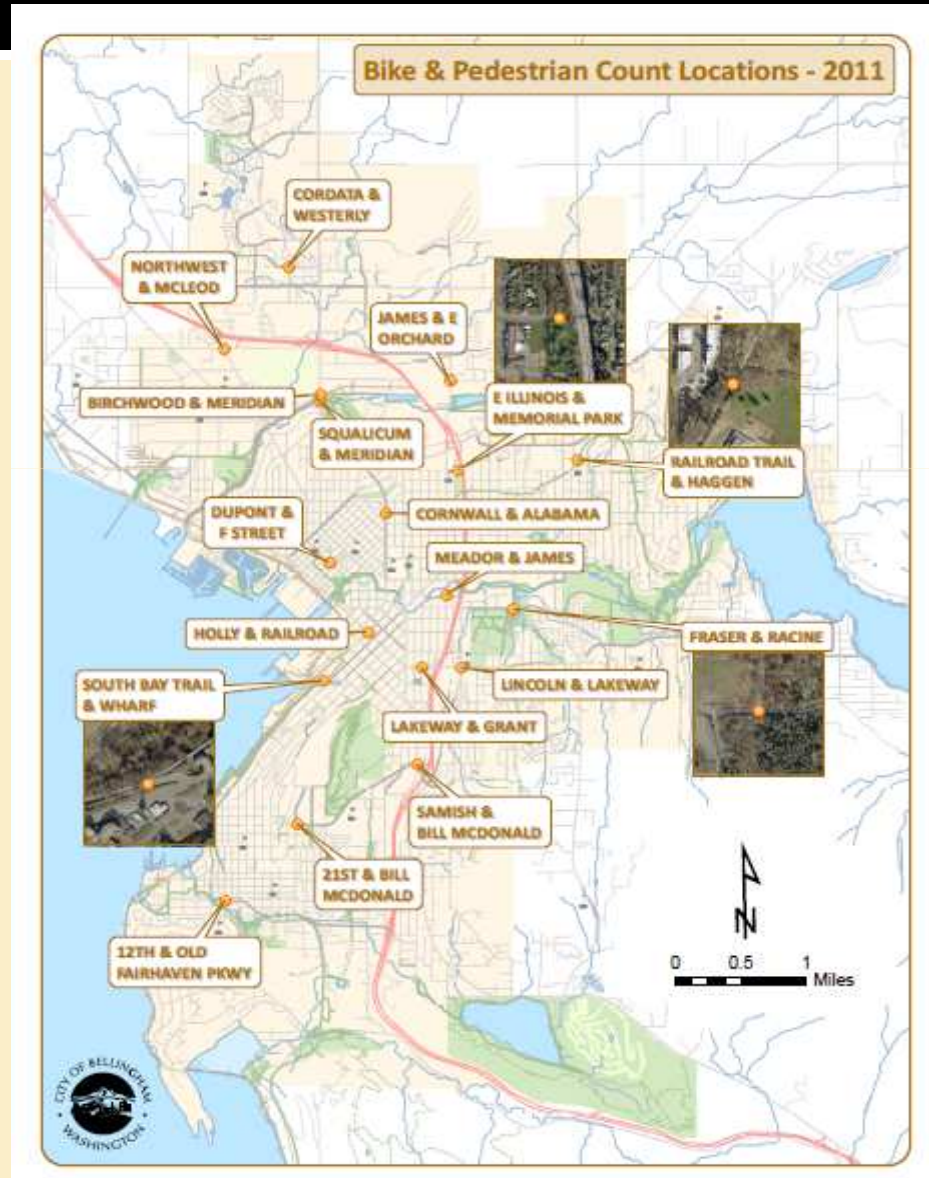
Traffic Analysis and Capacity

- Conducted by Public Works using Whatcom Council of Governments (WCOG) 2010-2011 travel demand model forecasts
- Great existing connectivity
- All arterials have available capacity to accommodate full build-out potential
- ***No additional street connections are anticipated***



2011 Bike & Pedestrian Counts

- Pedestrian use in p.m.:
 - 1st - Holly Street and Railroad Avenue – **729**
 - 2nd - 21st and Bill McDonald Pkwy – **422**
 - 3rd - **10th and Mill - 391**
- Bicycle use in p.m.:
 - 1st - Holly Street and Railroad - **224**
 - 2nd - Dupont and F - **147**
 - 3rd - South Bay Trail and Wharf - **121**
 - 4th - **10th and Mill – 109**
- **2012 Pedestrian Master Plan will prioritize city-wide improvements**



Multi-modal Transportation Policies

- Fill gaps and update accessibility and safety of sidewalks, crosswalks, trails and railroad crossings
 - Knox at 11th/ Finnegan
 - Mill & 12th
 - Trail crossing visibility at 4th and 6th
 - 10th and Mill trail connection
 - Improved waterfront connections/Taylor Dock
- Add bike lanes outside core and bike parking
- Improve signage and lighting
- Keep residential area (RT-3) unimproved
- Expand marine transportation opportunities

Parking in Bellingham



- Downtown Master Plan underway
- Revenue source vs. expenditures
- Parking District may propose new improvements with remaining funding
- *We welcome your feedback on the management strategies*

Transpo Group - Fairhaven Neighborhood and Urban Village Parking Plan

- **Existing parking conditions**
 - *Overall system is working very well*
 - 1,730 spaces
 - Within commercial core: 94 – 97% full
 - Outside the core – generally underutilized
 - Majority of cars parked 1-2 hours



- **Future parking conditions**
 - Demand estimated at 2,300 to 2,800 spaces
 - Concern over displacement of existing parking (i.e. "The Pit")
 - Impact of historic buildings and Parking Districts on creation of new parking



Parking Policies



- Monitor carefully – when conditions change implement management strategies
- OFA should work with Parking District to identify, prioritize and create mechanism to fund further parking improvements.
 - Specific improvements identified
- Proactive employee education and outreach
- Additional policies are being added to support bike parking, shared parking and unbundled parking and other TDM strategies

Parking Management Strategies

Begin management strategies when warranted.

- **Phase 1:**
 - Add paid parking in core and add time-restrictions elsewhere
 - Additional enforcement
 - Transportation Demand Management

- **Phase 2 (as needed):**
 - Expand restrictions and shift modes

- **Phase 3 (when occupancy exceeds 85%):**
 - Aggressive Management and Increase Supply – add paid parking if not done already

- **Phase 4 (after other methods exhausted):**
 - Long Term Strategies – consider a garage



Revisions to Proposed Parking Regulations

- Formally recognizes existing Parking Districts
- Allows creation of new "improved" on-street parking to count toward required on-site parking.
- Requires bike parking for certain uses
- Clarifies "Unbundled Parking"
 - Unbundled parking means that the parking required of a project is not assigned to building space; it is sold or leased separately.
- Clarifies "Shared Parking"
 - Shared parking means that parking spaces are shared by more than one user or business that have different parking demand patterns.



Next Steps

- **Transportation Commission Action**
 - Recommendation to Planning Commission & City Council
- **Feb 16th public feedback meeting**
- **March 21st MNAC**
- **April 19th Planning Commission Public Hearing**



www.cob.org/fairhaven

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