

Fairhaven Neighborhood & Urban Village Plan

Suggested Revisions and Errata Sheet

May 2, 2012

Note: Staff recommends the following changes to the March 20 version of the Fairhaven Neighborhood and Urban Village Development Regulations (Exhibit C in Planning Commission April 19 packet).

Errors and Omissions

1. Land Use Table .320 A, page 5 (p. 75 of the April 19 Planning Commission packet) - Live/Work in subareas RT-1, 2 and 3 should be changed from "C" (conditionally permitted) to "N" (not permitted).
2. Land Use Table, page 5 (p. 75 of the April 19 packet) - Live/Work in subareas CC and RT-4 should have a note following stating the following:
(#) The "Work" component in Live/Work is limited to those permitted and conditional uses listed under the applicable zoning subarea in Table .330-A.
3. Land Use Table, page 5 (p. 75 of the packet) - Strike "boats" from Table 320-A, B.10. as follows:

10. Motor Vehicles Sales, limited to automobiles, motorcycles, scooters, ~~boats~~ and recreational vehicles

Staff Note: *The above corrects an internal inconsistency within the use table. Boat sales are allowed in the I-1, 2, and 3 under B.17.*
4. Land Use Table, page 5 (p. 75 of the packet) - "Motor Vehicle Sales..." listed in Table 320-A, B.10., and as amended above, should be changed from "P" to "N" in I-2.

Staff Note: With "boat" struck from subsection B.10. in the previous bullet, Motor Vehicle Sales are no longer necessary, or prudent, in I-2. Boat sales are allowed in I-1, 2 and 3 under B.17.
5. Land Use Table, page 6 (p. 76 of packet) - Strike "Convention Centers" from Table 320-A.

Staff Note: *Hotels and Motels are listed as permitted in I-2 and I-3. Public assembly and meeting space is often provided as a customary and incidental activity to such uses.*
6. Development Regulations, page 12 (p. 82 of the packet) - Clarify 20.37.330 C.3.a.(2) to allow multiple individual commercial tenants under 2,000 sq.ft. on a single site.

ERRATA SHEET

Fairhaven Design Standards (EXHIBIT D)

Based on public comments, Staff recommends the following changes to Chapter 2: Design Review District

Item 1 Chapter 1, Page 8 (page 98 of the April 19 Planning Commission packet) **The Design Review Process, Section E** - Amend the "Standard" section as follows to provide additional flexibility in the application of design standards:

Standard

Following each statement of intent is one or more design standards. Design standards are statements that provide a way for a building design to meet an intent statement. Each standard indicates the preferred conditions, ~~but the~~ Exceptions to the preferred conditions may be approved by the City's Planning and Community Development Department Director when:

- ~~1. may consider other~~ An alternative design will provide an equal or better design solutions if these solutions that meets the intent of the standard; or
- ~~2. An applicant may choose a way to meet a statement of intent that is different than a standard, but must prove to the reviewing body that their proposal meets the intent.~~ Practical difficulties associated with a specific site or use necessitate an alternative solution, provided the solution meets the intent of the standard to the greatest extent practical.

Item 2 Chapter 2, Page 13 (page 102 of the packet):

A.1. Policies for the Historic District DRA

- b. Encourage property owners to preserve, restore, and / or rehabilitate historic buildings.
- c. Alterations and additions to historic buildings ~~should be based on~~ are encouraged to follow the Secretary of the Interior's Standards for Rehabilitation.
- d. Encourage the replacement of ~~inappropriate~~ incompatible alterations to historic buildings with more accurate or compatible improvements.
- e. Additions and new construction may be in the same style as historic buildings, provided ~~it is~~ they are consistent with the composition, scale, proportion, ornament, materials, and craftsmanship typical in the historic district.

Pages 14 and 15 (104 and 105 of the packet): Correct all building addresses.

Page 17 (page 107 of the packet):

B.1. Policies for the Historic Influence DRA

- ~~2.~~ b. Design new buildings to reference elements of and be compatible with neighboring historic commercial or single-family residential building forms.
- ~~3.~~ c. Encourage creativity of design while maintaining a high standard of materials, details, and workmanship.
- ~~4.~~ d. Create a mixed-use area with a pedestrian-friendly street edge and a mix of retail storefronts, residential entries, and public spaces.
- ~~5.~~ e. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.
- ~~6.~~ f. Encourage the replacement of incompatible alterations to historic buildings with more accurate and/or compatible improvements.
- ~~7.~~ g. Whenever possible, rehabilitate, adapt, or relocate, historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.

Page 18 (page 108 of the packet):

C.1. Policies for the Industrial Influence DRA

- ~~1.~~ a. New non-industrial buildings may reference industrial era while maintaining a high standard of materials, details, and workmanship.
- ~~2.~~ b. Provide a pedestrian-friendly street edge between new buildings and pedestrians.
- ~~3.~~ c. Provide public pedestrian connections via sidewalks, walkways and driveways to provide through large developments.
- ~~4.~~ d. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.
- ~~5.~~ e. Whenever possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.

Page 19 (page 109 of the packet):

D.1. Policies for the Maritime Influence DRA

- ~~d.~~ d. Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.
- ~~e.~~ e. Whenever possible, rehabilitate, adapt, or relocate historic buildings rather than demolish them. If demolition is unavoidable, encourage property owners to photo-document the building and salvage architectural features and other reusable building elements.

Item 3 Chapter 3: New Construction

Page 26 (page 116 of packet)

B. Specific Standards.

1. Building Design

a. Traditional Commercial Facade Architectural Character

4) Intent: *The repetition of evenly spaced, vertically-oriented and similarly-sized upper story windows creates a pattern along the street, and gives a building a sense of human scale.*

~~**iii) Guideline:** For industrial buildings in the II and MI DRAs, both wood and industrial-style metal multi-paned windows may be appropriate.~~

Page 28 (page 118 of packet)

a. Commercial Street Frontage

~~**2)**~~ **1) Intent:** *Reinforce pedestrian activity and orientation to ground floor activities to enhance the liveliness of the street. Along the Pedestrian-Oriented Commercial Streets identified in **Figure xx**, street front uses should support commercial activity and provide opportunities for visual and interactive links between businesses and pedestrians.*

Page 29 (page 118 of packet)

c. Massing and Articulation

4) Intent: *For new ~~industrial~~ buildings in the II and MI DRAs, simple forms are appropriate, as are those with varied massing.*

~~**5) Intent:** *In the II and MI DRAs, new interpretations of traditional utilitarian building types are encouraged.*~~

~~**a) Guideline:** *Design new commercial buildings to reflect the mass and scale of traditional Fairhaven industrial and utilitarian buildings. Simplicity of design and details are encouraged, as are interpretations of utilitarian architectural features.*~~

ITEM 4

For general clarification: Industrial areas, and the majority of the HI DRA, are reviewed at the staff level only. Unless the Planning Director requests, projects in these DRAs do not go to the HPC for design review.

Other Potential Revisions Based on Public Comments

1. Chapter 1, Land Use, page 18 (p. 37 of the Planning Commission's April 19 packet) - Add a policy statement to the Commercial Core subarea identifying the importance of having a successful grocery store in the Fairhaven urban village?

Policy 2.5 A successful grocery store is a vital component of the Fairhaven Urban Village and the surrounding neighborhoods. Future expansion or redevelopment of the current grocery store site may need to be explored in order to ensure the continued economic viability.

2. Chapter 3, Parking, page 25 (p. 44 of the packet) - Delete the first sentence?

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

Staff Note: *The key components (recommendations) from the study have been included in the Parking chapter of the plan. The study is an information document that should be referenced as an appendix, not incorporated into the plan.*

3. Add goal statements to the Industrial, Residential and Public subareas in Chapter 2, Land Use?

Staff Note: *Several people noted that there are goal statements in the plan for the commercial core but not for the other land use subareas. If the Commission feels that goals statement are needed, staff could pull appropriate goals from the comprehensive plan for these areas.*

4. Include policy language recommended by the Transportation Commission (and others) to form a Fairhaven "parking task force" to study parking issues and develop a comprehensive parking plan for the urban village?
5. Include policy language that recommends studying options for regional stormwater detention?
6. Potential Outer Boundary Changes.
 - Revise the boundary of the urban village to include the Briar (Haggen) property east of Fairhaven in the Happy Valley Neighborhood? Extend the RT-4 zoning north along the west side of 14th Street?
 - Revise the boundary of the urban village to the north to include industrial property in the South Hill Neighborhood?
7. Potential Inner Boundary Change
 - Amend the boundary between I-2 and I-3 to incorporate that portion of I-2 lying west of the Padded Creek Estuary into I-3 as requested by the Port of Bellingham?

Staff Note: *This change would allow "offices", "personal services", and "retail sales" on a generally small parcel that has limited industrial viability due to SMP regulations.*