

2012 Fairhaven Neighborhood and Urban Village Plan

Environmental Checklist

1. BACKGROUND

1. Name of proposed project, if applicable: The 2012 Fairhaven Neighborhood and Urban Village Plan.

2. Name of applicant: City of Bellingham.

3. Address and phone number of applicant and contact person:
Greg Aucutt, 210 Lottie Street, Bellingham WA 98225, 360-778-8345, gaucutt@cob.org.

4. Date checklist prepared: March 16, 2012.

5. Agency requesting checklist: City of Bellingham.

6. Proposed timing or schedule (including phasing, if applicable):
This new neighborhood and urban village plan will guide development throughout the Fairhaven Neighborhood over the next 20 years. Minor changes to the plan may occur throughout this period.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. This is a non-project action. Additional actions **may** include:

- Additions to the Fairhaven neighborhood boundary, including areas northwest of 9th Street and Knox Avenue and northeast of 13th Street and Larrabee Avenue.
- Changes to land use south of Harris between 4th Street and Padden Creek.
- State Environmental Policy Act (SEPA) review may be required for some new developments.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental information includes but is not limited to the following documents, as updated:

- AASHTO's Policy on Geometric Design of Highways and Streets.
- Artifacts Consulting Historic Inventory (2011).
- City of Bellingham adopted documents and datasets, including:
 - Adopted Shoreline Master Program including Appendices and Cumulative Impacts Analysis (2009).
 - City of Bellingham Shoreline Master Program (1989).
 - City of Bellingham Traffic Analyses (2011).
 - Comprehensive Plan, Appendices, and Environmental Impact Statement (EIS).
 - Comprehensive Sewer Plan.
 - Comprehensive Water Plan.
 - Fairhaven 3D Urban Model/Simulation.
 - Fairhaven Parking Resolution 43-94, the Fairhaven Parking District (1994)

- Ferry Terminal EIS (1988).
 - Fire Protection Development Standards.
 - Geographic Information System. Copies of spatial datasets and FGDC-style metadata for each layer can be found at <http://www.cob.org/services/maps/gis/index.aspx> .
 - Land Capacity Analysis.
 - Municipal Code.
 - Parks, Recreation, and Open Space Plan.
 - Post Point Wastewater Treatment Plant Improvement Program.
 - Public Works Development Guidelines and Improvement Standards, including referenced Manual on Uniform Traffic Control Devices.
 - Stormwater Master Program.
 - Six-Year Capital Facilities Plan.
 - Six-Year Transportation Improvement Program.
 - Transportation Report on Annual Concurrency (2011)
 - Urban Growth Area Final EIS.
 - Waterfront Vision and Framework Plan, 2004 by the Waterfront Futures Group.
- Dept. of Ecology's Criteria for Sewage Works Design.
 - Dept. of Ecology Stormwater Management Manual for Western Washington.
 - SEPA policies and RCW 43.21C, available at <http://apps.leg.wa.gov/RCW/default.aspx?cite=43.21C>
 - Transpo Fairhaven Urban Village Parking Plan and the Transpo Parking Study (2011).
 - Whatcom County Council of Government's Travel Demand Forecast Model (2010).
 - Winter and Company Design Review Analysis (2011).

NOTE 1: See also the List of References and Resources for Fairhaven in the current draft of the Fairhaven Neighborhood and Urban Village Plan.

NOTE 2: The City of Bellingham's multiple subject-specific plans (including land use, parks, and utility plans) are long-range and continually updated. They guide development for the City of Bellingham as a whole, including the Fairhaven Neighborhood. The Fairhaven Neighborhood and Urban Village Plan, by reference, includes all such plans and their updates.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Yes. The Hagggen Corporation has applied to change the zoning designation on properties northeast of 13th Street and Larrabee Avenue, and to move part of this area from the Happy Valley Neighborhood to the Fairhaven Neighborhood. Initially, this proposal will be reviewed separately from the Fairhaven Neighborhood and Urban Village Plan.

10. List any government approvals or permits that will be needed for your proposal, if known. City Council, Mayor, and State of Washington approvals.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

This proposal, a non-project action to develop a subarea plan, includes relatively minor changes to underlying zoning designations and a major rewrite of the Fairhaven Design Review Code. This subarea plan cites specialized City of Bellingham plans and policy documents (such as the Parks and Recreation Plan and the Stormwater Master Plan, listed above) that also control development in this neighborhood.

Fairhaven's challenge is to address diverse needs in a way that preserves the unique historic district 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 area served by this iconic village. Compatibility of design with the Fairhaven National Register District is of great importance in this plan.

Specific revisions to the Neighborhood Plan include:

a. Recommendations for changes to zone designations throughout the Neighborhood.

Specifically:

- Commercial Areas are consolidated from eleven areas (zoned commercial and public) into a single commercial area. There are no significant changes to the commercial uses of this area. Areas formerly zoned "Public" are included to increase their adaptability and range of uses.
- Industrial areas' boundaries are changed by merging the areas south of Harris Avenue on both sides of 4th Street.
- Specific uses have been modified in the three industrial zones.
- Multi-Family areas' boundaries and density are not changing.
- The area southeast of 13th Street and Larrabee Avenue is continuing to be a Multi-Family residential area, with the following new uses: Art Galleries, Art Studios, Personal Services, Live/Work Units, Veterinary Services, and Drinking Establishments under certain circumstances.
- The Single-Family area's boundaries are not proposed to change. Additional proposed uses include Carriage House and all Accessory Dwelling Units.

b. Recommendations for changes to circulation include:

- Improvements to the Finnegan/11th, the Finnegan/12th/Mill, and the 10th/Mill intersections for public safety and pedestrian access.
- Harris Avenue west of 8th Street, widening mostly to the south away from Padden Lagoon to full urban arterial standards, to provide safe and efficient additional circulation (pedestrian, bicycle, automobile, industrial trucks, and delivery).
- No new streets or rights of way are proposed.

c. New Recommendations for design requirements that emphasize:

- Preservation of historic buildings to maintain their economic viability and to support the pedestrian realm throughout Fairhaven.
- Predictable design regulations that support the historic character of the Fairhaven National Register Historic District without creating an impression of false history.

d. Recommendations for additional parking analysis, which may include conversion of vegetated area(s) to open parking lot(s) and/or construction of parking garage(s).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist:

The Fairhaven Neighborhood and Urban Village is within the City of Bellingham, roughly bound by Bellingham Bay on the west, Knox Street on the north, an irregular line between 13th and 14th on the east, and Cowgill Avenue on the south. See maps in the Fairhaven Neighborhood and Urban Village Plan or from the Contact Person on page one of this checklist.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: Fairhaven includes a wide variety of terrain. Beginning at Bellingham Bay to the north, a cut and filled area (northwest of Padden Creek and Larrabee Avenue) is almost flat. Land to the south and east rises in a semi-circle around this cut and filled area. This rise is gentle south of Larrabee Avenue between 4th and 8th Streets. Steep slopes are found south of the Post Point Wastewater Treatment Plant, north of Harris between 9th and 10th Streets, near 13th Street and Mill Avenue, and Padden Creek upstream from Larrabee Avenue. An undulating plateau extends from near 10th to the Happy Valley Neighborhood beyond 13th/14th Streets.

b. What is the steepest slope on the site (approximate percent slope)? Over 50%, along Padden Creek near 10th and Douglas.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. Chuckanut-Urban land complex, Everett-Urban land complex, Squalicum-Urban land complex, Urban land-Whatcom-Labounty complex, and Urban Land. Chuckanut Sandstone underlays the Fairhaven Neighborhood at various depths. It may be seen near the Railroad and Knox Avenue. There is no prime farmland in Fairhaven.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. There are indications of long-term slope instability along the banks of Padden Creek (sloughing, small landslide scarps, bent trees, etc.)

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

This non-project plan does not involve earthwork. Significant filling is not anticipated as part of this plan. Excavation for deeper foundations and underground parking may occur on a site-by-site basis. Excavated soil will be transported to a legal site. Some dredging or fill may occur near the Padden Creek lagoon as part of ongoing environmental improvements.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Yes, some small amount of erosion will occur as a result of development.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, or buildings)?

Current impervious coverage in Fairhaven is near 100% in parts of the Commercial Core and near 0% in much of the area zoned Public, such as the Padden Creek gorge and the Larrabee trail. The long term-development of Fairhaven will include a net increase in impervious surface.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
Follow the requirements of the Stormwater Master Plan and the adopted stormwater code.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Dust; train, ferry, heavy truck, and automobile exhaust; construction emissions; sewage treatment plant exhaust; and restaurant exhaust.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The City of Bellingham is updating its Post Point Sewage Treatment system, which should decrease odors and carbon dioxide emissions. As this denser Urban Village develops, air emissions per capita in Whatcom County should decrease. See http://switchboard.nrdc.org/blogs/kbenfield/the_environmental_paradox_of_d.html for more information.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes. Bellingham Bay, Padden Creek with its estuary (Padden Lagoon), a small stream/wetland complex south of the Post Point Treatment Facility, and the Post Point estuary. All waters flow into Bellingham Bay.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Some work will occur close to these waters.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. This is a non-project review. In general, there are no specific proposals to add fill any marine or fresh water area. Some dredging/fill removal may occur at the Padden Creek Estuary. Work on the Padden Creek stormwater outfall at near Harris Avenue and/or the Post Point sewage outfall may be required. This work will require separate environmental reviews.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan. Yes. This floodplain is along the marine shoreline including Post Point and Padden Lagoons, and Padden Creek. The location of this floodplain is available from FEMA maps and [http://www.cob.org/documents/planning/maps/EIS Figure 3 4 1 2 Floodplains.jpg](http://www.cob.org/documents/planning/maps/EIS_Figure_3_4_1_2_Floodplains.jpg)

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
See c. 2., below.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known. Groundwater will be withdrawn as part of construction foundation-dewatering. Amounts are unknown. Development near Padden Creek and/or Bellingham Bay may require continual basement dewatering (aka sump pumps). Water from pumps will be discharged as per City of Bellingham and State Department of Ecology regulations.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
No waster materials will be purposefully discharged into groundwater. Some stormwater infiltration may occur. Stormwater will be water-quality treated prior to discharge.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The main source of runoff is rainwater, at approximately 35"/year. This water will either evaporate or flow into Padden Creek/Bellingham Bay.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Some waste materials will enter public waters. According to the U.S. Environmental Protection Agency, urban pollutants include sediment; oil, grease and toxic chemicals from motor vehicles; pesticides and nutrients from lawns and gardens; viruses, bacteria, and nutrients from pet waste; road salts; heavy metals from roof shingles, motor vehicles, and other sources; and asbestos from brake linings. (Source <http://water.epa.gov/polwaste/nps/urban.cfm> 3/14/2012)

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Follow the requirements of the Stormwater Master Plan and adopted stormwater regulations, Bellingham Municipal Code (BMC) 15.42.

4. Plants

a. Check or circle types of vegetation found on the site:

- X Deciduous tree: Alder, maple, aspen, other
- X Evergreen tree: Fir, cedar, pine, other
- X Shrubs
- X Grass
- _ Pasture
- _ Crop or grain
- X Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other
- X Water plants: Water lily, eelgrass, milfoil, other
- X Other types of vegetation (Invasive and exotic plants)

b. What kind and amount of vegetation will be removed or altered?

All of these types of vegetation may be removed and/or altered. Amounts are unknown.

c. List threatened or endangered species known to be on or near the site.

There are no known endangered plants in Fairhaven.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Encourage the use of native plants at redevelopment sites and for new developments.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: Hawk, heron, eagle, songbirds, other:

Mammals: Deer, bear, elk, beaver, other: urban and suburban mammals, see below.

Fish: salmon, trout, herring, shellfish, other: This neighborhood directly abuts Bellingham Bay.

Many salt- and fresh-water species are at or near Fairhaven.

b. List any threatened or endangered species known to be on or near the site.

As per the State of Washington's Fish and Wildlife web site, threatened, endangered, and sensitive species in and near Fairhaven include: Pacific Sand Lance, Alcid (Auk), Pandalid Shrimp, Dungeness crab, Pacific herring, Blue Heron, Harbor Seal, Purple Martin, Bald Eagle, Surf Smelt, Coast Resident Cutthroat, Chinook Salmon, Steelhead Trout, Coho Salmon, and Chum Salmon.

c. Is the site part of a migration route? If so, explain.

Yes. Salmonid, Eagle, and the West Coast Flyway.

d. Proposed measures to preserve or enhance wildlife, if any:

Implement the requirements of the 2009 Adopted Shoreline Master Program including its Restoration Plan.

Encourage Urban Village development in Fairhaven, thereby reducing development pressure on open lands elsewhere in Whatcom County.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing,

etc. Electricity and natural gas will be the most common energy/heating sources throughout Fairhaven.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Taller buildings may block solar access to adjacent sites while increasing their own solar access.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The Washington State Energy Code will be followed for all developments. This code is close to the energy requirements of the 'LEED' and 'Green Build' Programs. Denser infill development tends to reduce per capita energy use. (LEED is discussed below.)

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There is a small chance of all of the above, most commonly associated with construction.

1) Describe special emergency services that might be required.

None are anticipated.

2) Proposed measures to reduce or control environmental health hazards, if any:

Denser urban development tends to create less solid and hazardous waste per capita. Therefore, development under this plan should reduce per-capita solid and hazardous waste.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

All, including rail traffic.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

-Traffic (peaking in the am and pm commute periods).

-Construction, and operation (peaking during normal work hours).

-The Fairhaven Shipyards produce construction noise audible to the residential neighborhoods to its south and southeast

-The railroad produces train noise around the clock.

- This proposal will generate additional construction and operation noise as the result of allowing additional non-residential uses in RT 4 (in the southeast corner of the Fairhaven Neighborhood) and by allowing taller buildings in the north and east sides of the commercial core of the Fairhaven Neighborhood. The noise will be buffered by non-residential adjacent uses southeast of this neighborhood and by the noise source being higher near the commercial core. A significant increase in noise is not anticipated.

3) Proposed measures to reduce or control noise impacts, if any:

Enforce the requirements of BMC 10.24.120, that limits construction noise between the hours of 10:00 p.m. and 7:00 a.m. that 'unreasonably disturbs or interferes with peace, comfort, and repose'. Net traffic noise throughout the community may decrease as cars become quieter.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

Fairhaven includes commercial, public, industrial, and residential land uses.

b. Has the site been used for agriculture? If so, describe.

Some small scale farming has occurred in Fairhaven. Larger gardens are located on some lots, including a community garden on the southeast corner of Wilson and 10th.

c. Describe any structures on the site.

Fairhaven includes hundreds of structures, including single-family homes, outbuildings, the Post Point sewage treatment plant, two transportation terminals, over a dozen large industrial buildings, several multi-family buildings (most with commercial uses on their main floor), over 60 stand-alone commercial buildings (many with attached residential), a grocery store, and a branch library.

d. Will any structures be demolished? If so, what?

Some demolition of non-historic and dilapidated buildings will occur. Nonhistoric older commercial buildings and single-family houses in commercial areas are most likely to be demolished. Single-family houses in multi-family areas and smaller single-family houses in single-family areas may also be demolished as Fairhaven development pressure increases.

e. What is the current zoning classification of the site?

Industrial Marine and Light; Commercial, Neighborhood and Planned; Public, Open Space, Park, Utilities, Government Services, and Housing; and Residential, Single, Multiple, and Multiple Mixed Offices Allowed.

f. What is the current comprehensive plan designation of the site?

The same as above.

g. If applicable, what is the current shoreline master program designation of the site?

The 1989 designations are Conservancy 1, Conservancy II, Urban Maritime, and Urban 1. (The proposed (2009) designations are Urban Conservancy and Urban Maritime. This updated Shoreline Master Plan has not been adopted by the State Department of Ecology but has been approved by the City of Bellingham.)

h. Has any part of the site been classified as an "environmentally sensitive" area? If so,

specify. Yes. Wetlands, Riparian Areas (Padden Creek), and Geotechnical (Steep Slopes).

i. Approximately how many people would reside or work in the completed project?

The City of Bellingham estimated the number of people who would reside or work in Fairhaven using the City's Comprehensive Plan (adopted 2006) and our current (2010) Fairhaven Plan land capacity assumptions. They follow similar methodologies with one significant exception.

The 2006 analysis was part of a citywide model that included market and safety factor deductions to account for the variety of owner decisions, real-estate speculation, and market conditions across a relatively large landscape. The 2010 Fairhaven analysis does not include these deductions due to the limited geography of the study area (they would be inappropriate given the limited number of records in the dataset). Once these factors are removed from the 2006 analysis, the estimated buildout totals for housing are very similar (296 vs. 288 units).

The 2006 Comprehensive Plan land capacity model provided estimates for the Fairhaven Urban Village which comprised the commercial core area only. The 2010 Fairhaven analysis covers the same geographic area. The 2006 Comprehensive Plan model also provided a separate capacity estimate of 20 additional infill housing units for Fairhaven's surrounding residential zoning. This part of the analysis has not been updated for the FUVNP, and is still assumed to be a valid estimate.

The 2010 Fairhaven analysis estimated an employment capacity of 280 new jobs within the commercial core area. No estimate was made for the industrial zoning within the neighborhood. The 2006 Comprehensive Plan made general estimates of citywide employment capacity without providing statistics for specific neighborhoods or urban villages.

The City of Bellingham 2008 Employment Lands Report indicated there were four vacant acres of industrial land within the Fairhaven industrial zones. Applying the same industrial build-out assumptions used for evaluation of recent annexation proposals (future industrial FAR of 1.0 and 1,000 sq. ft. per job) these 4 acres could accommodate an estimated 175 jobs.

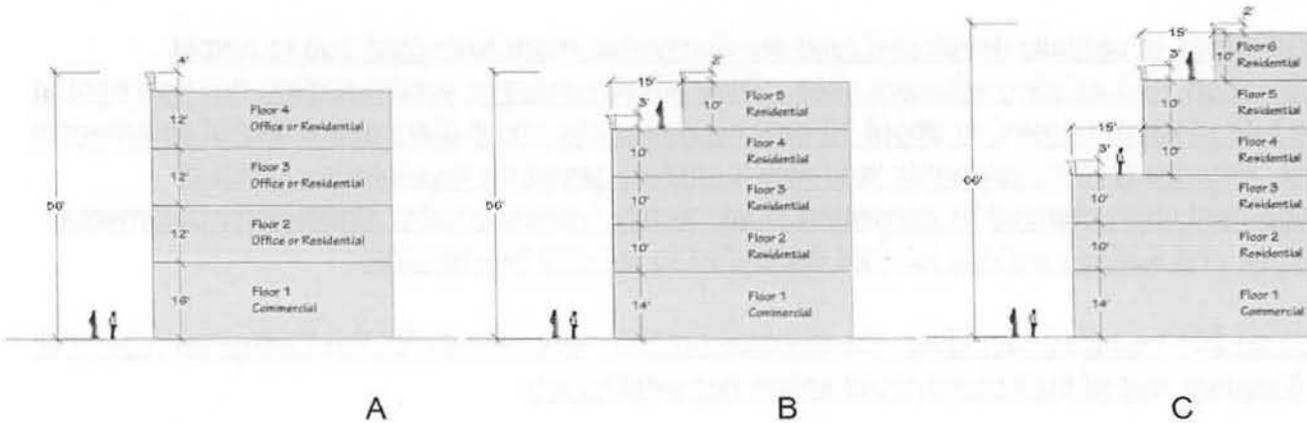
How Changes to Existing Zoning Affect Land Capacity Estimates

As the findings below indicate, the proposed zoning changes in the Fairhaven Urban Village and Neighborhood Plan will have a minimal impact on current land capacity estimates.

The net height change proposed in the Fairhaven neighborhood is minimal, with additional height allowed on the north end of the commercial area and height being significantly reduced south and west of this area. In industrial zones, height limits remain unchanged for industrial uses, while commercial uses are allowed some additional height.

For areas that are proposed to allow additional height (up to 66 feet), rough estimates done on a few example properties show that the loss of floor-area due to required facade setbacks, and additional space needed for ramping on additional parking-decks minimizes the actual increase in residential units for the 1 to 2 story gain in floor count.

EXAMPLES:



For Example:

On a 100x100 (10,000 square foot) quarter-block corner property with street right of way on two sides (i.e. a corner):

Scenario A = 4-story, 56 foot tall building with no setbacks. 1,475 sq. ft. per residential unit assumed broken out as 1,000 sq. ft per unit, + 200 sq. ft. hallway/wall/mechanical space + 275 sq. ft. structured parking per unit: 4 x 10,000 sq. ft. = 40,000 sq. ft. total (3,000 sq. ft. retail, @25 res units)

Scenario B = 5-story 56 foot tall building with a 15-foot setback for the 5th floor. 1,550 sq. ft. per residential unit assumed broken out as 1,000 sq. ft per unit, + 200 sq. ft. hallway/wall/mechanical space + 350 sq. ft. structured parking per unit (additional parking space to allow for multi-floor ramping) : 4 x 10,000 sq. ft. + 1 x 7,225 sq. ft. = 47,225 sq. ft. total (3,000 sq. ft. retail, @29 res units)

Scenario C = 6-story 66 foot tall building with a 15-foot setback for the 4th and 5th floors, and one additional 15-foot setback for the 6th floor. 1,550 sq. ft. per residential unit assumed broken out as 1,000 sq. ft per unit, + 200 sq. ft. hallway/wall/mechanical space + 350 sq. ft. structured parking per unit (additional parking space to allow for multi-floor ramping): 3 x 10,000 sq. ft. + 2 x 7,225 sq. ft... + 1 x 4,900 sq. ft. = 49,350 sq. ft. total (3,000 sq. ft. retail, @30 res units)

Fairhaven Urban Village Land Capacity Estimate & Model Assumptions - 2010 Update

Note: As indicated above, this portion of the analysis accounts for capacity in the commercial core only.

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 a metric 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 identified 3.4 acres of vacant land, 0.6 acres of partially vacant land, and 2.6 acres of potentially re-developable land. Based on the derived future growth metric, the 3.4 acres of vacant land could support 218 new housing units and 71,000 square feet of commercial space.

The 0.6 acres of partially developed land are somewhat more restricted due to parcel configuration, and existing adjacent uses. They are assumed to 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 was identified based on less-intense levels of development characterized by converted single family homes, smaller single-story commercial buildings, and surface parking lots not dedicated to specific businesses.

Based on 2010 employment data, the average employment density for the Fairhaven core area is 318 square feet of built commercial space per existing job.

Due to the difficulty in predicting property owner decisions, market trends, and the fact that each of these properties has an existing use, it is assumed that only 1/3 of these parcels will redevelop within the planning period. The existing developed commercial square footage and residential units were “backed-out” of the new figures to derive a net-new figure. Based on these assumptions, the potentially re-developable 2.6 acres are estimated to accommodate an additional 51 housing units, and 12,000 square feet of commercial space.

Census 2010 housing occupancy figures for Bellingham are 2.45 people per single family unit, and 1.67 people per multi family unit (using vacancy rates and persons per household). Finally, adding the vacant, partially vacant, and potentially re-developable capacity together results in a total estimate of 288 new housing units (all multi family) and 89,000 square feet of commercial space accommodating 481 new residents, and 280 new jobs in Fairhaven’s commercial core.

Combining the estimates from the 2010 Fairhaven land capacity analysis (for the commercial core), the 2008 Employment Lands Report (for industrial zones), and the 2006 Comprehensive Plan (for residential zones), results in a total estimate of 308 new housing units (288 units in the commercial core of Fairhaven plus 20 units in residential zones), and 263,000 square feet of both commercial and industrial space results in **530 new residents, and 455 new jobs** for the Fairhaven Urban Village & Neighborhood during the planning period.

j. Approximately how many people would the completed project displace?

Up to 18 single-family residential and two duplex residences – 22 units - the total in the Fairhaven commercial and RT 4 areas - could be demolished if all lots in the Commercial and the adjacent Residential-Transition area were fully developed. It is extremely unlikely that all of these units will be demolished. At approximately 2.45 people per single family unit and 1.67 person per duplex unit, up to **51** people could be displaced from these residences. It is unlikely that significant multi-family demolition or demolition in the single-family area will occur within the next 20 years.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Construct housing in Fairhaven faster than the demolition rate, increasing the total number of housing units.

Affordable housing requirements are not proposed for the Fairhaven Neighborhood

I. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Follow the Land Use and Housing Elements of the Bellingham Comprehensive Plan, including the recommendations of the Countywide Affordable Housing Task Force. Support the City of Bellingham's initiatives for Citywide affordable housing and housing rehabilitation. Direct residential growth into urban villages. Review all new development for consistency with the Land Use Code (Title 20, BMC). Developments with separate SEPA reviews will also receive a review for consistency with the Goals and Policies of the Comprehensive Plan.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Approximately 288 new multifamily housing units and 20 single family housing units will be constructed within the development horizon of this non-project plan. Most of these units will be middle and high income. See 8i, above, for assumptions and methods.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

See 8.k., above.

c. Proposed measures to reduce or control housing impacts, if any:

See 8. I., above.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

- Height limits are proposed to change under the Fairhaven Urban Village and Neighborhood Plan:

In the Commercial Core Area:

- Height limits in the north and northwest of the commercial area will increase from 35' to 56' in the Historic District and 66' outside the Historic District, except that the height increase will be limited to 42' north of the south line of vacated Columbia Street and generally within 100' (1/2 block) of all abutting residential zoned areas.
- Height limits in the south and west of the commercial area will decrease from unlimited to 42'-66' feet high.
- Height limits south of Mill Street in the Historic District will increase from 54' to 56'.

In the Industrial Areas:

- There is no height limit for industrial buildings. This height limit will not change.
- Height limits for non-industrial development in industrial areas will increase from 40' to 66'.
- Exception: Height limits along vacated McKenzie and Mill will be 42' tall for purposes of preserving identified view corridors. This will substantially decrease the industrial height (from unlimited height to 42') and marginally increase the non-industrial height (from 40' to 42') in these areas.

In the Public and Residential Areas:

- Height limits will not change.

Within 35' of the Padden Estuary, Lower Padden Creek, and the Post Point Lagoon:

- Height limits (35') will not change.

In general, the net height change in the Fairhaven neighborhood should be minimal, with additional height allowed on the north end of the commercial area and height being significantly reduced south and west of this area. As well, number-of-floor maximums will act to reduce the height of buildings.

The proposed 'step back' heights (limiting heights along public streets) will assure that as building height increases, the perceived height along an adjacent sidewalk is limited to 3 or 4 stories, similar to many historic buildings.

Commercial exterior building materials near and in the Fairhaven National Register Historic District will be durable materials such as brick. Exterior materials in other areas are not as restricted, and may include other masonry elements, metal, and wood.

b. What views in the immediate vicinity would be altered or obstructed?

Fairhaven view include of Bellingham Bay and the Islands to the west and north, the Canadian Coast Range to the north, and the Chuckanut Mountains to the south/southeast. These views are currently seen from both public rights of way and over undeveloped and underdeveloped private properties.

Views become blocked by development and by tree growth. In Fairhaven, views that will be altered or obstructed are those over private property. Many of these obstructed views will be due to construction of a one or two story building, such as views of Bellingham Bay lost from a sidewalk due to construction of an adjacent small building.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The Fairhaven Urban Village and Neighborhood Plan review process included extensive view modeling studies that determined that development at the current height limits would permanently block most views over private property. For instance:

- The view west of Bellingham Bay from the Fairhaven Gardens development on the northeast corner of 11th Street and Mill Avenue could be blocked by a currently allowed 35' tall building.
- Views from the Village Green, on the southeast corner of 10th and Larrabee, are narrow, close to the ground, and almost blocked by trees. Construction of a one-story building on the northwest corner of 10th and Mill would block all views over this private lot.

Other view conclusions:

- Views to the north from residences south of Larrabee Avenue near 4th and 6th Streets are only available down the 4th and 6th rights of way. The 6th Street right of way (extended) will not be blocked by buildings because it is on/adjacent to the (protected) Padden Creek Lagoon. The base of the view along the 4th Street right of way (extended) is blocked by the Coast Guard Station. Only a tall industrial building could block more view in this area, and such building would have to be built in the Alaska Ferry loading area. Such building is not anticipated.
- The view west on Harris Avenue to Bellingham Bay from the Fairhaven Commercial corridor is strikingly beautiful. It is partially blocked at the west end by a large industrial building. Only a tall industrial building could block more view in this area, and such building is not anticipated.

View Preservation:

- This plan preserves more views than the current plan by preserving existing water views down Mill and McKenzie Avenues, both over previously vacated streets. Building height is proposed to be limited to 42' along these corridors. The west view down McKenzie Avenue is blocked at 8th Street by trees up to 42' high. Mill Avenue west of 9th Street's view is blocked by existing buildings that are close to 40' high.
- Building height over the north end of the district (north of the south line of vacated Columbia Avenue) is limited to 42' to allow views over this area from residences to the northeast in the South Hill neighborhood.
- The view of the Chuckanut Mountains from Finnegan Avenue and 11th Street is partially blocked by existing large buildings. The plan would require new buildings to 'step back' higher portions from the right of way, preserving a partial Chuckanut Mountain view.
- In summary, the heights proposed by the Fairhaven Neighborhood Urban Village Plan would preserve existing views down Mill and McKenzie Avenues while, in general, blocking no more views than would be blocked by the existing plan.

For more information on view impacts, review the Fairhaven Neighborhood and Urban Village Plan.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Most lighting will be early in the evening. Lighting will be restricted by changes to the Land Use Code.

b. Could light or glare from the finished project be a safety hazard or interfere with views? Not likely (see d. below).

c. What existing off-site sources of light or glare may affect your proposal? Additional industrial development west of 8th and 9th may include additional lighting.

d. Proposed measures to reduce or control light and glare impacts, if any: Require lighting analyses for larger commercial buildings. Restrict offsite glare from, and uplighting of, commercial buildings. Restrict sign lighting facing toward residential neighborhoods.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? South Bay and Padden Creek Trails, Marine Park, the Village Green, Fairhaven Library, the Post Point sewage treatment plant estuary and dog park, the Larrabee Trail, Fairhaven Park, and the 14th St. trail to Fairhaven Park.

b. Would the proposed project displace any existing recreational uses? If so, describe. Although not associated with this project, the South Bay Trail may be blocked south of Knox Avenue if a temporary trail easement is withdrawn by the land owners. As well, temporary Post Point Wastewater Treatment Plant trail closures, as part of the upgrade to this plant, may eventually become permanent.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Additional private walkways will be dedicated as part of development. (Private walkways are proposed to be required to separate larger buildings and provide pedestrian access through large blocks.)

Maintain the South Bay trail, if necessary in another corridor between Knox and Mill.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

- The center of commercial Fairhaven is the Fairhaven National Register District, including seventeen contributing historic buildings. Two of these buildings (the Carnegie Library and the Terminal Building) are individually listed National Register buildings.
- 1305 Old Fairhaven Parkway is a Local Historic Register Building.
- Many buildings in the neighborhood are eligible for the Local Historic Register. Some may be eligible for State or National listing.
- Two National Register buildings are northeast of Fairhaven in the South Hill neighborhood: Wardner's Castle and the Gamwell House.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The confluence of Padden Creek and Bellingham Bay make it likely that culturally significant resources exist in the soils of upland Fairhaven. Most of Fairhaven's shorelines were filled between 1853 and the present day. Pre-colonization cultural resources, if they exist, are probably buried under a significant amount of fill and below the water table in these areas, making it less likely that these areas will be disturbed. Previous analyses have documented pre-colonization and Victorian (Chinese and European) archaeological sites.

c. Proposed measures to reduce or control impacts, if any:

The SEPA process will require archaeological and/or historic reviews prior to work on sensitive sites/buildings.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Public arterials serving the site include Old Fairhaven Parkway (State Route 11), Harris Avenue, the 10th St. Connector, and the Finnegan/12th Street corridor. Properties are also served by local access roads.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes. A Whatcom Transit Authority's (WTA's) "Go-Line" (15-minute interval bus) serves Fairhaven along Finnegan - 12th - Donovan - 10th - Harris. Two more WTA bus lines connect Fairhaven to Western Washington University along Old Fairhaven Parkway and Harris Avenue.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The current Fairhaven Parking District (established in 1994) eliminates parking requirements for non-residential development for many properties in the center of commercial Fairhaven. This District constructed approximately 100 parking spaces in the middle-1990s.

Parking existing as of 2011 is approximately 1,000 spaces on-street (public) parking and approximately 730 spaces off-street (almost all private).

The Fairhaven Parking Study by Transpo (sited above) calculated that required parking would total approximately 2,300 to 2,800 spaces for Fairhaven's commercial area, depending on parking code revisions and developer decisions.

Little **public** parking is anticipated to be eliminated, mostly to construct driveways from a public street onto private parking. Much **private** parking will be eliminated as lots develop.

Review the Fairhaven Parking Study by Transpo, cited above, for more information on potential parking changes in Fairhaven.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). Some intersection improvements are needed, especially on the periphery of the commercial area, and on Harris Avenue west of 9th. These improvements will include construction of sidewalks and intersection work. Such improvements, identified in the Fairhaven Plan, are primarily for pedestrian safety and convenience and not to add turn-lane storage or through-put capacity for automobiles. New and redeveloped properties will be required to make street frontage improvements on public streets. Brand new street construction is not anticipated.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Yes. Fairhaven's Multi-Modal Terminal and the Alaska Ferry Building include water (Alaska Ferry and private), rail (Amtrak and freight), and bus (WTA and Greyhound) transportation.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The long-term build-out of the Fairhaven Urban Village, as allowed by currently adopted zoning designations, was used as the basis for a comprehensive analysis of vehicle trip generation to determine Level of Service (LOS) for arterial segments on all arterials streets serving the Fairhaven Urban Village. The land use, population, employment, and vehicle traffic data were incorporated into the 2010 Whatcom County Council of Government's Travel Demand Forecast Model and future years 2020 and 2032 were analyzed for compliance with adopted LOS "E" for arterial streets in the Bellingham Comprehensive Plan. Peak traffic volumes are measured and forecast for the "pm peak period" (aka local evening rush hour), which occurs between 4:00-6:00pm.

The Fairhaven Urban Village LOS analysis revealed that all arterial streets serving the Fairhaven Urban Village have enough capacity, both at present and in the future, to serve the long-term build-out of the Fairhaven Urban Village, as allowed by currently adopted and proposed zoning designations. According to Table 2 (page 16) in the 2011 Transportation Report on Annual Concurrency (TRAC), the City does not expect transportation concurrency violations in the future, but each new or redevelopment project will be required to undergo concurrency evaluation as per BMC 13.70. The 2011 TRAC is available on the Public Works Transportation Planning web site at <http://www.cob.org/services/neighborhoods/community-planning/transportation/multi-modal-trac.aspx>

g. Proposed measures to reduce or control transportation impacts, if any:

The City does not expect transportation concurrency violations in the future, but each new or redevelopment project in the Fairhaven Urban Village will be subject to project-specific multimodal transportation concurrency evaluation (BMC 13.70) and transportation impact fee assessment (BMC 19.06). Such projects may also undergo separate SEPA review, including a project-specific traffic study (depending on the scale and vehicle trip generation potential of the project). According to Table 2 (page 16) in the 2011 Transportation Report on Annual Concurrency (TRAC), the City does not expect transportation concurrency violations in the future, but each new or redevelopment project will be required to undergo concurrency evaluation as per BMC 13.70. The 2011 TRAC is available on the Public Works Transportation Planning web site at <http://www.cob.org/services/neighborhoods/community-planning/transportation/multi-modal-trac.aspx>

15. Public services

a. Would the project result in an increased need for public services (for example: Fire protection, police protection, health care, schools, other)? If so, generally describe.
Yes. There will be an increase in demand for all of these public services due to both an increasing number of residences and an increase in the retail and service businesses.

b. Proposed measures to reduce or control direct impacts on public services, if any.
Follow all Building and Fire Code requirements. Comply with the recommendations of the Crime Prevention Through Environmental Design program. As the area gains more residents and new buildings are constructed, public service trips per capita should decrease due to increased efficiencies.

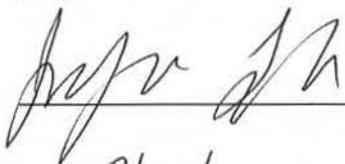
16. Utilities

a. Circle utilities currently available at the site:
Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other (telecommunications).

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

All new projects will need connection to all utilities, including telecommunications.

C.
SIGNATURE
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  _____

Date Submitted: 3/20/12 _____

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? In general, the countywide per-capita deleterious environmental effects should decrease as a result of this proposal. Vehicular noise may increase with increasing commerce and industrial development in this area.

Proposed measures to avoid or reduce such increases are:

This is a non-project action: There are no specific proposals to add fill or cause damage to any open water. The City of Bellingham will continue, over time, to rehabilitate the banks of Padden Creek and the Padden Creek estuary. Stormwater outfall work may improve water quality in Padden Creek. The requirements of the Stormwater Master Plan and adopted stormwater regulations, BMC 15.42, will be followed.

The update to the City of Bellingham's Post Point Sewage Treatment system should decrease odors and carbon dioxide emissions. As this denser Urban Village develops, air emissions per capita in Whatcom County should decrease. See http://switchboard.nrdc.org/blogs/kbenfield/the_environmental_paradox_of_d.html for more information.

Enforcement of the requirements of BMC 10.24.120, limiting construction noise, should help reduce the rate of growth of noise. Traffic noise may decrease as cars become quieter.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? If the requirements of the December 2009 City of Bellingham Adopted Shoreline Master Program (adopted by the City of Bellingham and waiting adoption by the Department of Ecology) are carried out, additional habitat should be created and the native plant and animal community should increase. As per capita toxic/hazardous waste decreases, countywide biochemical per capita impact on sensitive species should also decrease.

Proposed measures to protect or conserve plants, animals, fish, or marine life are: Emphasize native plants at new developments. The City of Bellingham will implement the requirements of the 2009 Adopted Shoreline Master Program, including its Restoration Plan, when approved by the Department of Ecology. Encourage Urban Village development in Fairhaven, thereby reducing development pressure on open lands elsewhere in Whatcom County.

3. How would the proposal be likely to deplete energy or natural resources? Projects will use energy and natural resources for construction, operation, and demolition. Transportation between developments and open areas also use energy and natural resources to construct, run, and demolish vehicles.

This Urban Village Plan focuses on conserving the imbedded energy and natural resources of Fairhaven's historic resources while encouraging alternative transportation. A LEED ND* analysis determined that this plan could result in a Gold Level urban development.

*LEED ND: "Leadership in Environmental and Energy Design for Neighborhood Development" is a national system for rating neighborhood design. Developed in a multi-year process by the US Green Building Council, this rating system allows numeric analysis of a proposal to determine if it will create a stable, energy-efficient, environmentally

beneficial neighborhood. The LEED ND analysis is available from the applicant/contact person (Page 1).

Proposed measures to protect or conserve energy and natural resources are:
Follow the Washington State Energy Code for all developments. Denser infill development tends to reduce per capita energy use. The imbedded energy and natural resources of Fairhaven's historic buildings will be maintained. Per capita countywide energy and natural resource use should decrease under this plan.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?

Development near Critical (Sensitive) Areas, such as stream banks, wetlands, and geotechnical slopes is rarely allowed by the City of Bellingham's existing Critical Area code (BMC 16.55). Use of parks and recreation areas will increase. Historic buildings use will also increase. Smaller and undesignated historic sites will be under pressure for demolition and redevelopment.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Follow Critical Area regulations.

The Fairhaven National Register Historic District should be protected by this plan's proposed regulations and standards.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This project alters the existing neighborhood plan to make it more in conformance with the City of Bellingham's Comprehensive Plan and the State of Washington's Growth Management Act. Previously existing legally established nonconforming uses, which are incompatible with present and/or future plans, could continue, but their expansion would have to receive approval under current Land Use, Critical Area, and Shoreline codes.

Proposed measures to avoid or reduce shoreline and land use impacts are: As proposed by this non-project action, continue to review and update development regulations to conform to Shoreline and Land Use plans.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

See analysis above in C. 14. f. and g. Total demand for transportation, public services, and utilities in Fairhaven will increase due to increasing numbers of residents, employees, and visitors.

Proposed measures to reduce or respond to such demand(s) are: This Urban Village will attract citizens who are close to Fairhaven and encourage interconnected trips, per-capita countywide automobile trip length and trip numbers should decrease. As the area gains more residents and new buildings are constructed, public service trips per capita should also

decrease. Per-capita public use rates generally decrease as density increases while public transportation rates increase.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

There are no known conflicts between this plan and laws/environmental protections.

