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A1

Barkley Urban Village



INTRODUCTION | Barkley Urban Village is a roughly 255- acre area surrounding Barkley Boulevard, bounded to the south along E. Illinois St. west of Woburn Street and the Railroad Trail east of Woburn Street, to the north along E. Sunset Drive / Vining Street, to the west behind the Regal Imax Cinemas, and to the east by Sussex Drive. The boundaries are in large part determined by natural edges – greenbelt edges to the south against the Railroad trail and forested areas to the east against existing residential development. Preserved and enhanced wetlands will sit toward the south and east, against the Barkley Blvd. edge.

DESIGN CHARACTER SUMMARY | A largely greenfield site, the Barkley Urban Village is characterized by its significant open space, access to trails and greenbelts, and forested wetlands offering habitat for wildlife and recreational opportunities for residents, users and visitors. Barkley today is interspersed with vacant land and uncompleted streets, a large light industrial building, newer shopping, entertainment, dining and office venues, a growing residential population, and parcels of open space to be preserved for public benefit. Like the others, Barkley Village is envisioned as a community in which people can live, work, and play. It is designed to maintain important characteristics such as view corridors and vistas, natural features and small businesses while continuing to provide a diverse mix of quality housing and commercial opportunities.



The newest residential project, the Weatherby, integrates diverse architecture, sustainability through the largest solar array in the county, and a unique (woonerf) pedestrian friendly street.

A1

Barkley Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Public Realm 1: Create an attractive, safe, lively, and inviting community-oriented pedestrian environment

1. Develop abundant natural open space, parks and public art.

Public Realm 3: Create a network of safe, convenient, and attractive off-street linkages for pedestrians.

1. Increase walkability with enhanced pedestrian corridors and trails.

Building Design 3: Reduce the overall impact on the environment and human health during and after construction.

1. Adopt environmentally responsible practices, incorporating innovation and sustainability in building design, construction and operations.
2. Integrate thoughtful quality architecture, landscape design, food cultivation and opportunities to connect with nature.



A new connector trail from Barkley Blvd to the Railroad Trail

A1 Barkley Urban Village Map



Key Intersections: Barkley Urban Village

INTERSECTION TYPES

Gateway/District Entrance

Pedestrian

Main Corridor/
Primary Intersection

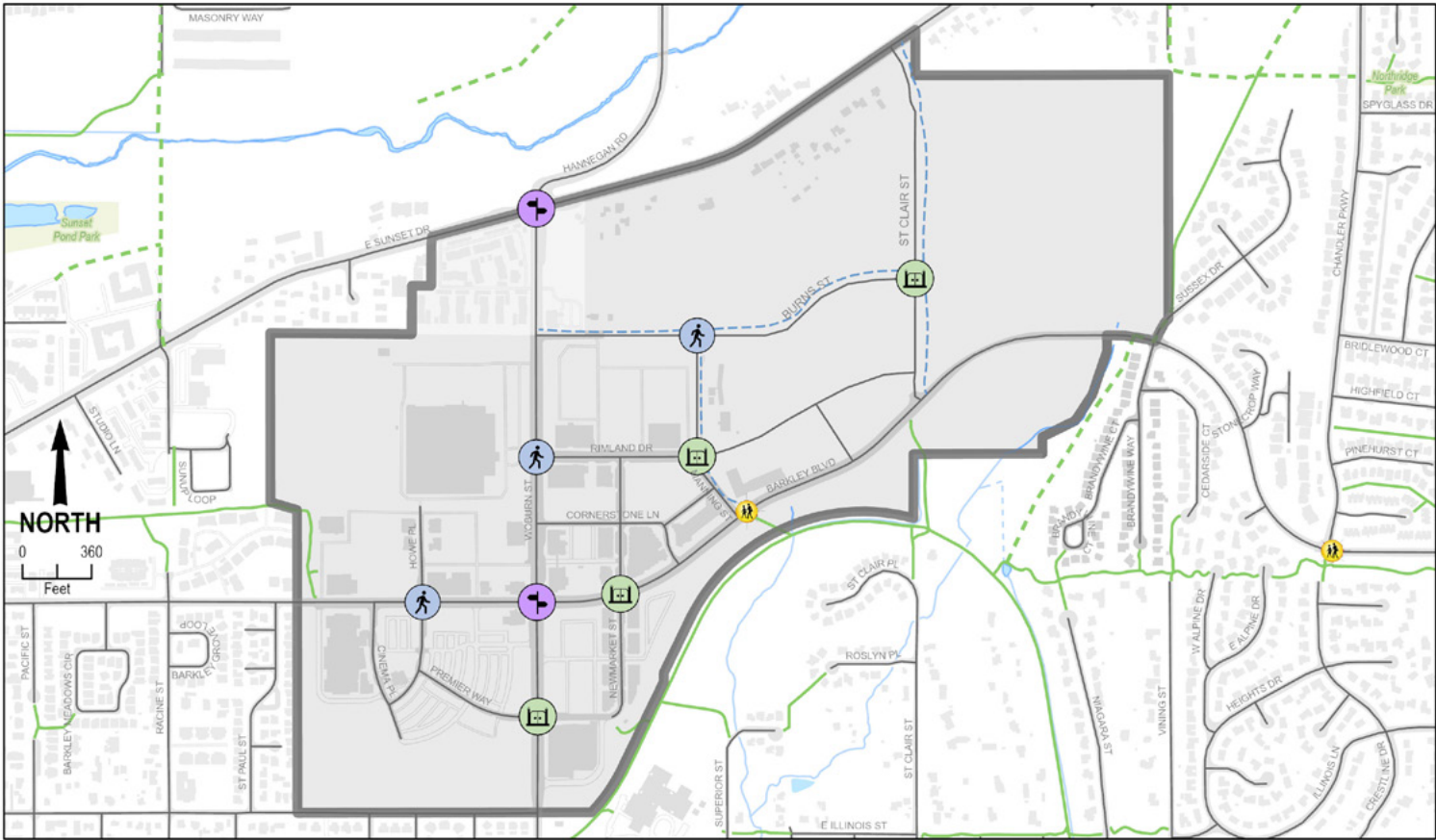
Urban Village Boundary

Flashing Crosswalk

Existing Trails

Proposed Trails - 2020 PRO Plan

Proposed Multimodal Trails



A2

Downtown District Urban Village



INTRODUCTION | Spanning 249 acres, Downtown Bellingham is the commercial, employment, civic and entertainment center for Whatcom County. Downtown has experienced building booms, retail exodus, and with concerted effort and support from the City has evolved into a multi-use neighborhood in the 21st century. The Downtown District provides jobs, housing, entertainment and services for a diverse and growing population and includes the Arts District and National Historic District which draw visitors and support tourism.

DESIGN CHARACTER SUMMARY | Historic buildings make up a key part of Downtown's character, although overall the Downtown District is an eclectic collection of new and old buildings. The Downtown land use areas are further defined as Commercial Core, Commercial Transition, Industrial Transition, and Residential Transition-1 and Residential Transition-2. Further descriptions of these areas can be found in the Downtown Plan.

DOWNTOWN SUBAREA PLAN | [link](#)

CITY CENTER SUBAREA PLAN | [link](#)



The intersection of Holly, Bay and Prospect Streets is a key area in the Arts District, as well as the Downtown National Historic District and greater urban village



The corner of W. Holly and Commercial Streets, with the historic Red Front Building in the foreground

A2

Downtown District Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 1: Preserve and use natural systems and features.

1. Orient buildings adjacent to Whatcom Creek to promote activity and interaction along the creek. Provide visual interest to building elevations along the creek.

Public Realm 1: Create an attractive, safe, lively, and inviting community-oriented pedestrian environment

1. Maintain a clear definition of the street edge. Traditionally, the edge of the sidewalk was clearly defined as a “street wall,” which helps define the street as an urban space.

Public Realm 2: Provide visual interest to and from buildings

1. Along identified Pedestrian-Oriented Commercial Streets, provide opportunities for visual or interactive links between businesses and pedestrians.
2. Provide features that are visually interesting and human scale, such as storefront windows, display cases, art and landscaping.

Public Realm 4: Enhance the overall visual cohesiveness of the surrounding area

1. Preserve the period of significance of historic buildings. Preservation of Bellingham’s heritage is important to its sense of community and its economic development.



Key Intersections:
Downtown District Urban Village

INTERSECTION TYPES









Gateway/District Entrance

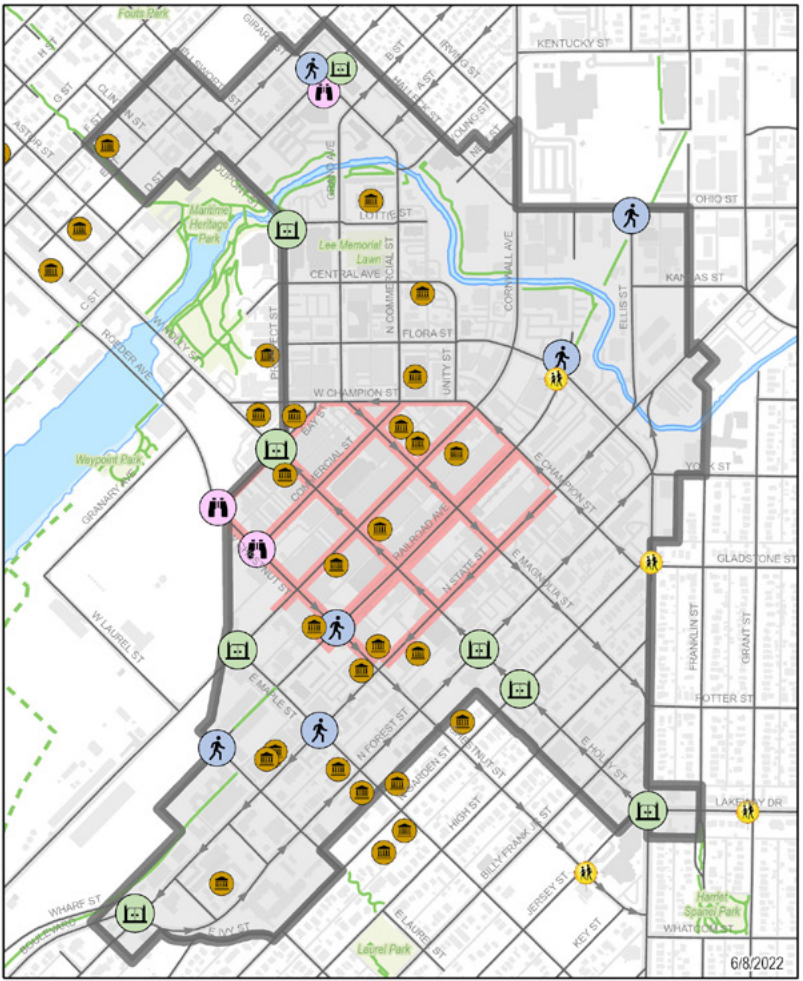


Terminal View



Pedestrian Connection

-  Urban Village Boundary
-  Historic Register Sites
-  Flashing Crosswalk
-  Existing Trails
-  Proposed Trails - 2020 PRO Plan
-  Pedestrian-Oriented Commercial Streets (Ground Floor Commercial Use Required)



A3 Fairhaven Urban Village



INTRODUCTION | Generally located in the southside of Bellingham on the southwest base of the South Hill neighborhood, west of the Happy Valley neighborhood, north of the Edgemoor neighborhood and borders Bellingham Bay to the west. Fairhaven contains some of Bellingham's most historic structures and represents early commercial development with a high degree of maritime influence. The Fairhaven Urban Village includes the Fairhaven Historic District, a town site first platted in 1883 which encompasses an area of three and a quarter blocks and contains the village's best preserved buildings. The Fairhaven Design Review District is divided into four individual Design Review Areas (DRAs), Historic District DRA, Historic Influence DRA, Industrial Influence DRA, Maritime Influence DRA.

Fairhaven National Historic District (FNHD, 1977)– The historically significant buildings in this area were built between 1888 and 1929, and since that time have provided a mix of retail and other commercial services to the surrounding residential areas. Collectively, buildings in the Fairhaven National Historic District are valued by the community for their architectural character, the history they convey, and as catalysts of economic development activity.

The Historic District's period of significance spans Fairhaven's early building booms and includes 15 buildings dating from 1888 to the First World War. Two additional buildings were constructed after the primary historic period.



"Mackenzie Alley" located on 11th Street between the historic Nelson Block to the left and contemporary H. Dale Young Building to the right. (Alley programmed for pedestrian access to internal shops and restaurants)

A3 Fairhaven Urban Village



DESIGN CHARACTER SUMMARY | Historic District DRA - The buildings in the Historic District share a common architectural language. Most are built of brick and other masonry materials. Built in a variety of styles, an overall compatibility is expressed through common features typical to traditional storefronts such as cornices, recessed window and door openings, and vertically proportioned windows. Primary facades were generally designed in a vertical orientation, with an articulated base and a parapet cap, all of which are proportional to the design of the building.

Historic Influence DRA – Area surrounding the FNHD. This area is characterized by buildings constructed between the 1950's to the 1980's.

Industrial Influence DRA – East of the railroad. In the early 20th century, commercial and industrial buildings lined both sides of Harris and McKenzie Avenues. Most of these buildings have been demolished. Emphasize pedestrian-friendly design along Harris Avenue.

SUBAREA PLAN | [link](#)



Village Books Building (1200 11th Street) located on the corner of 11th Street and Mill Ave, looking south on 11th Street.

A3 Fairhaven Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 2: Contribute to the community identity and architectural character of the surrounding area.

1. Use parapets, cornices, transoms, and/or awnings to relate to the historic commercial building features of the neighborhood and create a human sense of scale.
2. Maintain the traditional storefront proportions as experienced at street level by designing the commercial ground floor to appear taller than upper floors. A historic storefront of 14' to 16' high is typical in Fairhaven.

Public Realm 3: Create a network of safe, convenient, and attractive off-street linkages for pedestrians

1. Provide pedestrian connections from the street to the ferry, boat launch, and other public areas along the waterfront.
2. Parking lot lights should generally be no more than 18' in height, and lower for pedestrian walkways.



Fairhaven Village Green public space, located on the corner of 10th Street and Mill Ave.



Fairhaven Gardens Building (1134 Finnegan Way), located on the corner of 11th Street and Mill Ave (first floor commercial, second floor residential), view looking northeast.

A3 Fairhaven Urban Village



Building 1: Express a clear architectural design concept appropriate for the proposed structures and contextually compatible with the surrounding area.

1. On a commercial building, set the primary entry door back an adequate amount from the front facade to establish a distinct threshold for pedestrians. Four feet is a typical recess.
2. New construction outside of the HD DRA may draw from a broader range of architectural styles. References to a more residential or contemporary style may be appropriate.
3. New interpretations of traditional building styles that express contemporary architectural trends are encouraged.
4. To maintain the distinction between new and old buildings, new construction that imitates or mimics historic features is discouraged.

5. Decorative elements and projecting or setback "articulations" should appear subordinate to the facade.
6. In the II and MI DRAs, draw upon traditional industrial forms and incorporate sloped roofs, canopies and loading docks. A mix of roof forms is appropriate, including sloped roofs.

Building 2: Create high quality, durable, and interesting buildings that have texture and depth.

1. Contribute to the visual continuity of the area by using building materials traditionally used in Fairhaven, primarily brick, wood, and stone, or alternative materials with similar scale, proportion, texture and finish.
2. More diversity is allowed in the II and MI DRAs, where industrial-type materials are appropriate. Wood and metal were traditionally used for window, door and storefront surrounds and are encouraged in new construction.



Fairhaven Towers Building (1215 12th St, newly completed first floor commercial, second floor residential), located on the prominent corner of 12th Street and Harris Street. View looking northeast.

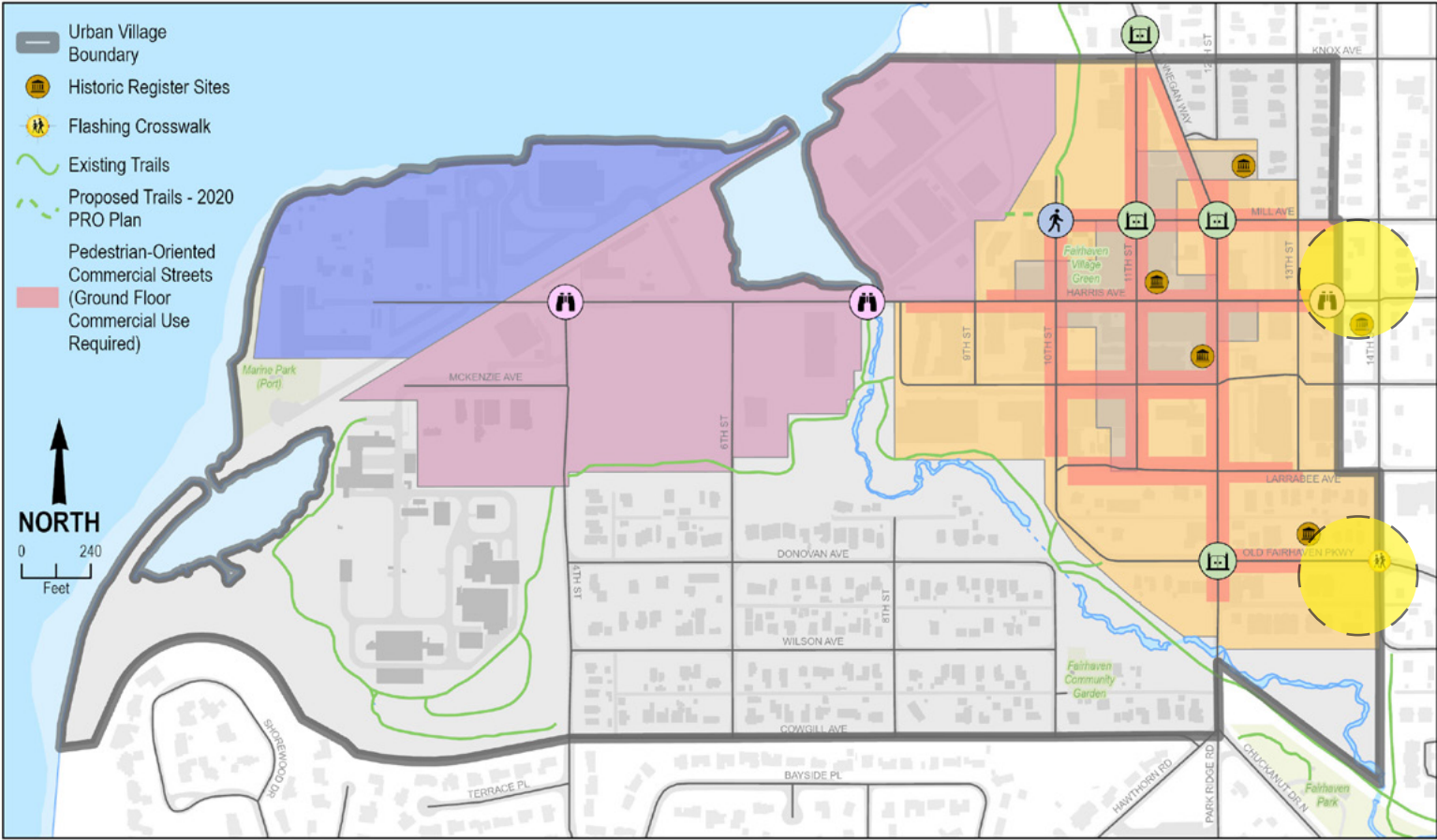


Key Intersections:
Fairhaven Urban Village

INTERSECTION TYPES



Fairhaven Design Review Districts



A4

Fountain District Urban Village



INTRODUCTION | The Fountain District is a 90-acre area centered around the commercial core of Meridian Street and includes portions of the Columbia, Cornwall Park and Lettered Streets neighborhoods. The Fountain District evolved at the junction of the City’s most historically gracious boulevard, Broadway Avenue, and its most travelled route north, the “Guide Meridian.” A freshwater fountain under a shady tree at the base of Meridian and Broadway was deeded to the City in perpetuity to provide water for animals and livestock coming and going from Bellingham out into the county and on to Canada. This “watering hole” remains today as a designed fountain and has become a landmark of the district.

DESIGN CHARACTER SUMMARY | Meridian Street contains an eclectic mix of local businesses, many housed in one- and two-story buildings. Architectural styles range from traditional historic commercial buildings, single family houses adaptively reused for businesses and shops, and more contemporary construction from the early- to mid-20th century up to the present day. As a major arterial, Meridian has historically served auto-oriented uses resulting in sidewalk-facing parking lots, gas stations, supermarket and drive-through banking and food services. Since implementation of the Urban Village plan, larger multi-use development has caused the removal of single-family houses adapted for commercial uses.

Toward the east, the Elm Street corridor presents a more residential atmosphere and is lined with well-kept historic homes, some of which contribute to the Eldridge National Historic District and have been adapted for use as professional offices and businesses. Quiet residential areas lie immediately to the east and west, consisting of mostly single-family houses.

Underlying development character policies strive to preserve neighborhood character through adaptive use of existing and historic buildings; guide development to create a more comfortable and appropriately-scaled pedestrian environment; uphold quality design and materials standards for new development; and to improve the interface between commercial and residential areas.

SUBAREA PLAN | [link](#)

A4

Fountain District Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 1: Preserve and use natural systems and features

1. On Meridian Street, new buildings are strongly encouraged to set back a minimum of two feet from the front property line to allow for a wider sidewalk and the planting of street trees.

Site 3: Organize the site to prioritize the public realm

1. Curb cuts on streets should be consolidated whenever possible.

Building 1: Express a clear architectural design concept appropriate for the proposed structures and contextually compatible with the surrounding area.

1. Whenever possible, retain the character of the district by adapting and sensitively adding on to existing historic buildings.

Building 1: Express a clear architectural design concept appropriate for the proposed structures and contextually compatible with the surrounding area.

The following are guidelines for additions and modifications to existing structures originally built for single-family residential use.

1. On Meridian Street, additions designed for the front of existing buildings are encouraged to set back a minimum of two feet from the front property line to allow for a wider sidewalk and the planting of street trees.
2. For commercial uses, landscaping should be integral with the site design and provide privacy for neighbors.
3. Fencing, especially when seen from the street, should be designed to integrate with the architecture of the building and add visual interest in its detail, materials or color.



“Fountain Plaza” public space, located at the intersection of Meridian, Broadway and Monroe which acts as the southern entrance to the district.

A5 Old Town Urban Village



INTRODUCTION | Old Town is bordered by Bellingham's downtown to the south, the Lettered Streets and Columbia neighborhoods to the east and north, and the waterfront and Bellingham Bay to the west. The boundaries are for the most part determined by natural edges - edges between land and water and between uplands and lowlands. The district largely fits within a half bowl landform that rises from the course of Whatcom Creek on all but the west side, where it is open to Bellingham Bay. Whatcom Creek has for centuries been the most attractive area for human presence on Bellingham Bay. Consequently, Old Town has a rich archaeological history in the city.

DESIGN CHARACTER SUMMARY | Today, the topographical contrast continues to create important views and visual perspectives, particularly in regard to the landmark Old City Hall building. Old Town today is interspersed with vacant land, large footprint industrial structures, parcels of public open space and a relatively low residential population. Little in the way of new uses, quality new construction or targeted adaptive reuse and preservation has occurred in Old Town compared to other areas in Bellingham. The Old Town area is envisioned as a community in which people can live, work, and play. It is designed to maintain important characteristics such as view corridors and vistas, natural features, historic resources, small businesses and yet provide for additional housing and business opportunities.

SUBAREA PLAN | [link](#)



View of Whatcom Creek which borders Maritime Heritage Park, looking northeast. Just southwest of here Whatcom Creek meets Bellingham Bay.

A5 Old Town Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 2: Contribute to the community identity and architectural character of the surrounding area.

1. Incorporate pedestrian-friendly interfaces within redevelopment properties along the Old Village Trail with features such as an entries and windows.

Building 2: Create high quality, durable, and interesting buildings that have texture and depth.

1. Merge modern materials of the present with traditional building forms from the past to reference the historic Old Town.

Site 3: Organize the site to prioritize the public realm.

1. Create an active edge along Old Village Trail, Maritime Heritage Park and public plazas by incorporating access, activity areas and interesting design features into new and redeveloped buildings.
2. Along Holly Street, consider building setbacks to accommodate outdoor spaces, street trees, and wider sidewalks.



Looking west on corner of W Holly Street and W Champion Street with Oakland Block (401 W Champion St) to the right.



Key Intersections:
Old Town Urban Village

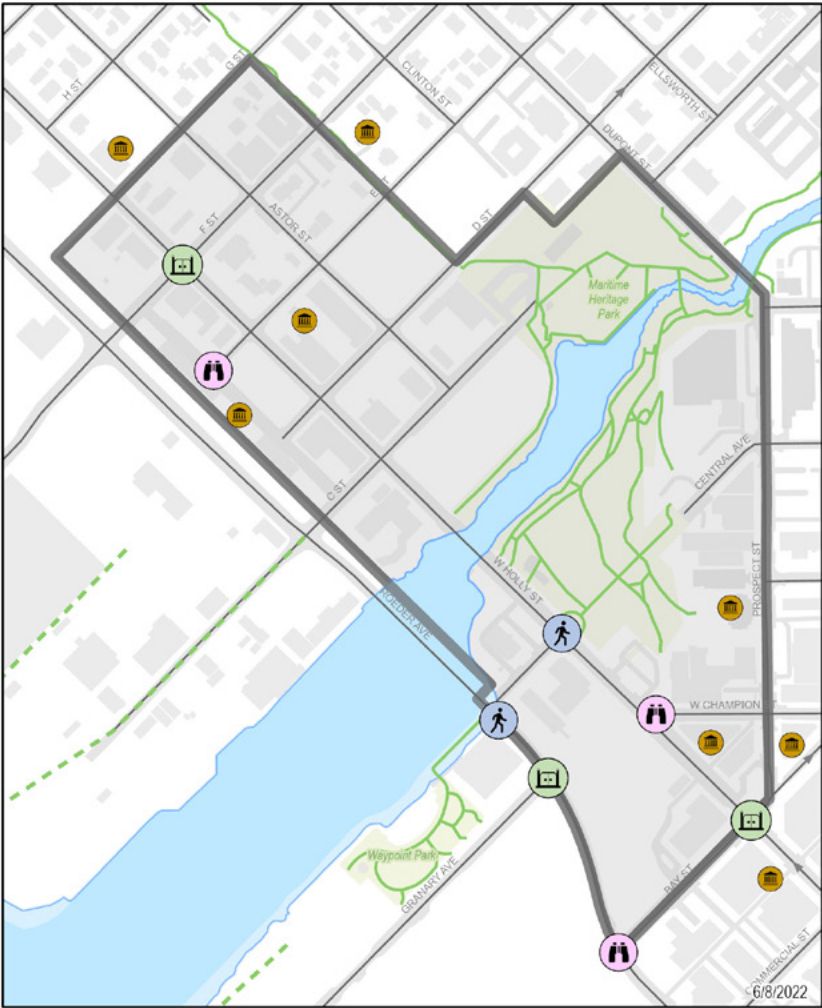
INTERSECTION TYPES

Gateway/District Entrance

Terminal View

Pedestrian Connection

- Urban Village Boundary
- Historic Register Sites
- Existing Trails
- Proposed Trails - 2020 PRO Plan



A6 Samish Way Urban Village



INTRODUCTION | Samish Way Urban Village lies between the wooded backdrop of Sehome Hill Arboretum and the busy I-5 corridor and is a major connector to Western Washington University and Downtown Bellingham. Samish Way was originally part of Highway 99, which ran along the West Coast from Mexico to Canada, and has grown into a busy 4-lane arterial and forms the main commercial corridor of the Village. During the 1950s, motels, gas stations and other auto-oriented businesses developed along the corridor, augmented by the historic and quiet residential neighborhoods of Sehome and

DESIGN CHARACTER SUMMARY | A major goal for the village is to foster a core retail area along Samish Way between Abbott and Otis Streets. Tall buildings at the heart of the Village are envisioned (6-7 stories), stepping down to commercial and residential transition areas. Incorporation of augmented landscaping, pedestrian amenities and bicycle and transit infrastructure are also a goal for all projects, with the objective of creating a more compact street grid. Increased access management along Samish Way is also a major goal.

SUBAREA PLAN | [link](#)



Intersection of N Samish Way and Otis Street, looking southwest on the Samish Commons (1000 Otis St, newly completed affordable housing complex)

A6 Samish Way Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 1: Preserve and use natural systems and features.

1. Encourage incorporation of smaller evergreens and other native vegetation found in the Sehome Hill Arboretum to strengthen the connection and help integrate this open space amenity with the urban village.

Public Realm 1: Create an attractive, safe, lively, and inviting community-oriented pedestrian environment.

1. Curb cuts on streets should be consolidated whenever possible.
2. Provide covered bus shelters and other amenities at bus stops and orient development towards transit stops to create a comfortable and interesting environment for pedestrians and transit riders and promote transit use.
3. Design ground floor residential uses along Samish Way to allow for future retrofit to commercial use.

Building 3: Reduce the overall impact on the environment and human health during and after construction.

1. Implement Washington State Department of Transportation (WSDOT) noise mitigating measures in buildings adjacent to I-5 to buffer traffic noise.



Key Intersections:
Samish Way Urban Village

INTERSECTION TYPES

Gateway/District Entrance

Terminal View

Pedestrian Connection

Urban Village Boundary

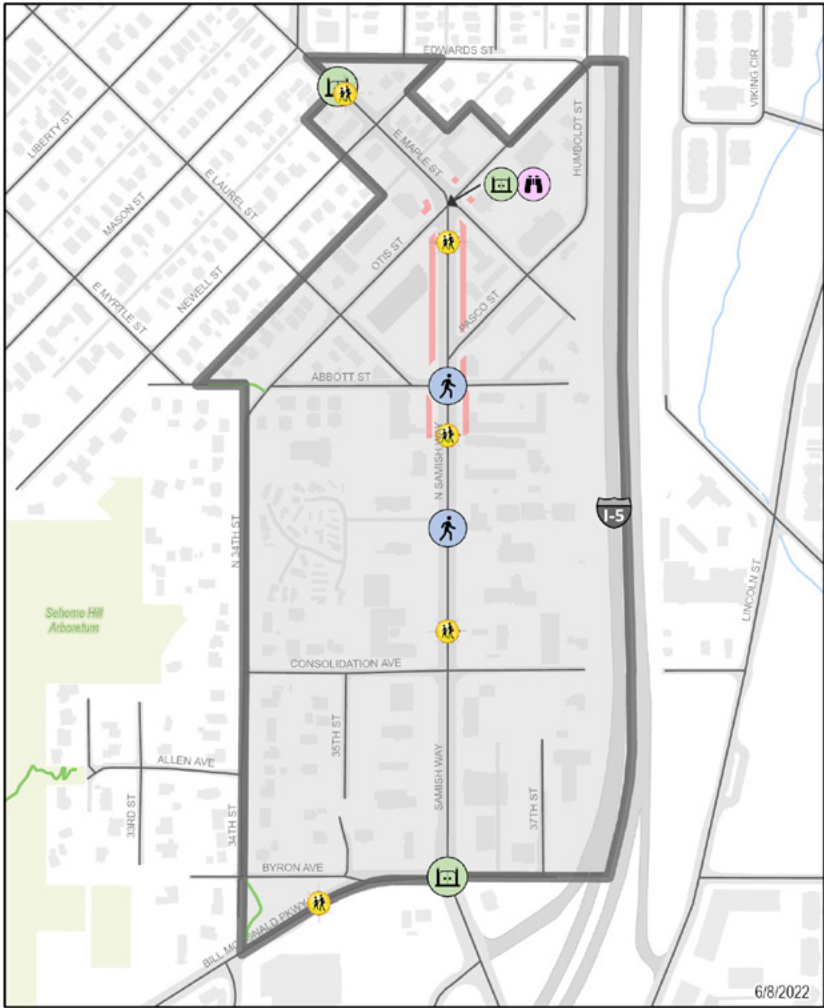
Flashing Crosswalk

Existing Trails

Pedestrian-Oriented Commercial Streets (Ground Floor Commercial Use Required)

NORTH

0 240
Feet



A7

Waterfront District Urban Village



INTRODUCTION | The Waterfront District is defined within the boundaries of the Whatcom Waterway, Roeder Avenue / Chestnut Street, and Cornwall Avenue. Whatcom Waterway and Bellingham Bay creates the southwestern boundary of the district.

The Waterfront District is intended to implement the community vision for the Central Waterfront by converting a large, under-utilized brownfield industrial site into a vibrant mixed-use neighborhood that improves waterfront access and promotes a healthy and dynamic waterfront economy. By emphasizing outdoor recreation, cultural heritage, and environmental restoration, the Waterfront District is an urban village where people will ultimately live, work, shop, study and spend their leisure time, without relying solely on vehicular transportation.

DESIGN CHARACTER SUMMARY | The Waterfront District is divided into five separate planning areas. The vision for the waterfront includes a unique “sense of place” at different waterfront locations, and implementation of sustainable practices in all development reinforces the environmental remediation and connection to the water. Active interface with the abutting shoreline as well as public spaces are emphasized. Development standards relating to building height, setbacks, and design are proposed to preserve key view corridors to and from adjacent neighborhoods, limit building mass adjacent to parks and rights-of-way and encourage sustainable design features and amenities to support pedestrian-oriented commercial activity and public gathering space at ground level.

SUBAREA PLAN | [link](#)



Granary Ave entrance to Waypoint Park with the Granary Building (1211 Granary Ave) to the right.

A7

Waterfront District Urban Village



URBAN VILLAGE SPECIFIC GUIDELINES

Site 1: Preserve and use natural systems and features.

1. Preserve and integrate views along the connection from downtown to the interior of the site, tile tanks, digester, islands, and Olympic Mountains.

Site 3: Organize the site to prioritize the public realm.

1. Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate to each other, and their functions are mutually supportive.
 - Ensure that buildings which directly front on parks and trails interact with facility users.
 - Activate parks and trails with a variety of uses that provide a continuity of experience with focused notes of activity and destinations that are linked together.
 - Provide interpretive opportunities that incorporate the cultural, historical, economic and environmental history of the site and community into the design of the park.
 2. Site and design open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.
 3. Support uses and activities on adjacent properties and/or the sidewalk
- Minimize conflicts with vehicular traffic.
 - Consider the localized effect of sun angles, shading and wind on proposed park facilities and spaces.



View of Sehome Hill in background and industrial relics of the former Georgia Pacific mill site



URBAN VILLAGE SPECIFIC GUIDELINES

Public Realm 1: Create an attractive, safe, lively, and inviting community-oriented pedestrian environment

1. Within mixed-use commercial and residential areas, define pedestrian-scale blocks and building pads by developing a network of bicycle routes, pedestrian connections, and interior roads with a block size similar to or smaller than the existing blocks in Downtown and Fairhaven.

Public Realm 2: Provide visual interest to and from buildings.

1. Provide visually evident variety when a development includes three or more buildings.
2. Design building roof tops and mechanical equipment with consideration for appearance from the adjacent bluff. Control glare with screening, vegetation, and use of materials.

Public Realm 3: Organize the site to prioritize the public realm

1. In areas where development site abut the bluff, locate any parking below street grade, with building entrances at street level.

Public Realm 4: Enhance the overall visual cohesiveness of the surrounding area

1. Preserve water views from public streets and designated view points within adjacent neighborhoods and establish visual connection with downtown.

Building 2: Create high quality, durable, and interesting buildings that have texture and depth

1. When a development includes multiple buildings, use a range of forms, building footprints, or elevations to create visually evident variety.

Building 3: Reduce the overall impact on the environment and human health during and after construction.

1. Site residential units closer to quieter and less traveled roadways, planned parks, and green spaces.
2. Implement acoustic strategies to reduce outdoor noise transmission and improve the acoustic quality of interior spaces. See Waterfront Subarea Plan for additional information.
3. Use landscaping, park design, and stormwater biotreatment facilities, such as bioswales, and use of native and/or drought tolerant plants which will not require permanent irrigation systems and will support clean stormwater goals.
4. Include space for community gardens to allow residents to grow produce and flowers.



Key Intersections:
Waterfront District Urban Village

INTERSECTION TYPES

Gateway/District Entrance

Terminal View

Pedestrian Connection

Urban Village Boundary

Existing Trails

Proposed Trails - 2020 PRO Plan

Pedestrian-Oriented Commercial Streets (Ground Floor Commercial Use Required)

