

**SWOT Analysis Results, Public Meeting #1, Fairhaven Urban Village  
Planning, City of Bellingham (www.cob.org/fairhaven)**

**STRENGTHS**

Good variety and mix of uses, multi-use/types of land use (residential, commercial, industrial, marine industrial, jobs)	••••••••
Different transportation modes/corridors/connections - bike, walkable, trails, bus,	••••••••
100+ years of urban use; Central Business Core; strong core; shops; viable, vibrant businesses; regional center of tourism and commercial activities; commercial services for surrounding neighborhoods	••••••••
Historic character; design standards; existing turn-of-the-century buildings	••••••
Waterfront; waterfront recreation; Bay views; working waterfront	••••••
An organic, authentic urban village with existing infrastructure; Urban Village designation; dense residential uses	••••••
Neighborhood continuity in residential area along Donovan, Wilson, etc.; familiar faces; stable population	•••
Community involvement; committed people	•••
Viable salmon habitat	••
Topography; sloping hill in core; two-level ambiance	•••
Village Green	•
Proximity to schools	
Location	
Size	
Trolley tracks up Harris	
Fairhaven activities	

**WEAKNESSES**

Parking District dysfunctional; limited parking; infratructure or facility needed; too much onstreet parking in core	●●●●●●●●
Bisected by arterials	●●●
Underutilized waterfront	●●●
BNSF railway; the railroad tracks along the edge of the shoreline; limited Bay access.	●●●
Lack of residential; already met infill projections; population too small in existing village boundaries	●●
Not enough parks	●●
Waterfront enhancements: restaurant, walk/ped connections, trail connections; missing trail links	●●
Empty storefronts	●
Market cycles	●
Sewage plant	●
Vacant lots	
Connection to neighborhoods	
Cars have priority over pedestrians	
Lack of business diversity	
Lack of ethnic and racial diversity	
Lack of affordable housing	
Lack of recreational opportunities for youth.	
Not pedestrian friendly in core	
Complicated zoning	
Ownership of downtown is highly concentrated	
Haphazard development historically	
Boardwalk ends at dock	
Greedy development	
Traffic limits North/South	
Loud NIMBY sentiment	
Some areas without height limits	
Inflexibility of points of view	

OPPORTUNITIES	
Waterfront access; direct access to waterfront between Port and Taylor Dock; trail from Boulevard Park to Marine Park; access to water from core	•••••••••• •
Padden Creek & Estuary - a functioning, natural ecosystem/habitat within an urban area; wildlife corridor; salmon habitat	••••••••••
Vacant/undeveloped lots; Haskell property	••••••••
Short term moorage; public access boat moorage; additional marine activities: row boats, tour boats, temp daily moorage; separate docking for motorized boats	••••••••
Increase visitation by working with tourism industry (cruise companies, etc.); Alaska ferry tourists; walking tours for tourists; regional destination; Granville Island opportunities; marine commerce	••••••
Port's undeveloped land on waterfront; Port's property if used for public use, not housing; Port involvement	•••••
Connect walking/bike routes to WWU and downtown; more parks/trails; strengthen bike facilities and network	•••••
Increase tax base	••••
TOD (Transit-oriented development), integrating with mass transit; transit	••••
Car-free blocks/areas; reduced car usage	••••
Integrated residents with business to lessen need to leave	••••
Improved pedestrian safety and connectivity	••••
Adaptive reuse; more mixed use	••••
Regulations to permit Fairhaven's development at "human scale"; Limit heights of building to 54 feet and lower	••••
Build trolley line from Ferry terminal to 21st Street	••••
BNSF quiet zones along shoreline; rerouting freight traffic from shoreline	••••
Housing for people working in industry; industrial jobs	••••
Village-scale government; enhanced opportunities for citizen participation in planning	••••
Hardware store/garden center	••••
Infill to accept growth	••••
Design standards in single family zone	••••
Community power	••••
Carousel	••••
Covered meeting pavillion	••••
Sports field	••••
Creation of stormwater treatment areas	••••

<b>THREATS</b>	
Lack of height limits, view blockage, "Manhattanization", relaxing height limits; keeping and reusing old buildings; modern architecture; loss of character; inappropriate development regulations	●●●●●●●● ●●
Coal trains, noise from trains, coal dust; increased rail traffic	●●●●●●●● ●
Potential loss of existing parking with future development; no long-term parking; accomodating parking for business expansion	●●●●
Auto-centric, too many cars, traffic	●●●
Tacky commercial look; "Baby Gap" development, Disnification; too much high-rise	●●●
NIMBYism; opinion that Fairhaven should "stop" or that it is a "rural" area	●●●
Urban village sprawl; Maintaining quality fo life in residential area; Inter-neighborhood contention; commercial uses along 14th butting up to Happy Valley housing land use	●●●
Perceived as a retirement community; could turn into "rich person" enclave; property values become too high for local workers	●●
Unclear definition of Urban Village	●●
Stormwater runoff; development at 9th and Harris/impact to Padden Creek	●●
Underfunded library	●
Sea level rise	●
Aging infrastructure; degradation, entropy	●
Available land supply; encroachment into right-of-ways	●
Poor economy hurting businesses; destruction of quality of business environment	●
Unscrupulous developers; banks without conscience	●
Port propety; Port not cooperating	●
Lack of certainty through building process	
Not producing a plan that complies with Comp Plan and GMA	
Light and noise pollution	
Trail around S side of sewage treatment plan while protecting heron habitat	
Construction of infrastructure that prevents infill	
Limited number of major property owners	