

Fairhaven Neighborhood & Urban Village Plan

Suggested Revisions and Errata Sheet

May 10, 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. **Note:** changes from the original May 2 version of this document are shown in blue type on pages 5, 6 and 7.

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 .320-A, 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 .320-A.

3. Land Use Table .320-A, page 5 (p. 75 of the packet) - Strike "boats" from 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 .320-A, page 5 (p. 75 of the packet) - "Motor Vehicle Sales..." listed in 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 .320-A, page 6 (p. 76 of packet) - Strike "Convention Centers" as a permitted use in areas I-1 and I-2.

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.

- ~~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.~~ Encourage property owners to list eligible buildings on the National, State, and/or Local Historic Registers.
- ~~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.

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 **and brief explanation** to the Commercial Core subarea identifying the importance of having a successful grocery store in the Fairhaven urban village.

A successful grocery store is a vital component of the Fairhaven Urban Village and the surrounding neighborhoods. The existing Fairhaven Market is appropriately located within the planning area. Future expansion or redevelopment of the current grocery store site may need to occur in order to ensure continued economic viability. Such expansion could involve the vacation of a portion of the 13th Street right-of-way and a possible rezone of property fronting 14th Street. Successful urban grocery stores can be designed in a variety of ways, and options such as a multi-level store or rebuilding the store in a mixed-use building should also be explored. Any expansion to the east should provide appropriate transitions between commercial and residential zones.

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?

10. **Regional Stormwater Facility Planning.** Consider adding a new stormwater planning policy statement to the Capital Facilities chapter.

Policy 7.9 The City should complete a stormwater facility and management plan that includes regional storm water detention and treatment facilities serving the commercial core and industrial properties in the urban village boundaries. The purpose is to 1) minimize the amount of private land needed for storm water facilities to encourage development in the urban village, and 2) improve storm water treatment before it is discharged into Bellingham Bay.

11. Revise Chapter 4 Policy 4.5 on Page 30 of the plan as follows:

Policy 4.5 Maintain the existing boat launch area for small ~~non-powered~~ boats, and work with the Port of Bellingham to improve the facility for short-term visitor moorage.

12. Street Closures. Add the following policy statement to Chapter 5:

Policy 5.22 Developed streets in the urban village should not be permanently closed. Any proposal to consider permanently closing streets should be evaluated in a public process that includes the merchants and property owners.

13. **Street Tree Plan.** Add the following policy statement to Chapter 5:

Policy 5.23 A street tree management plan should be developed for the urban village. This could be a joint effort between the City (Parks, Public Works and Planning), the merchants and property owners.