

#### **AREA 4: LAND USE DESIGNATION: Industrial**

**AREA 4:** This area is bounded by Harris Avenue, 4<sup>th</sup> Street, Larrabee Avenue, and the Padden Creek estuary. It is largely undeveloped with two private owners and a Port-owned strip of contaminated land on the western side used to provide overflow parking for the cruise terminal and boat launch facility. The Residential area to the south should remain separated and protected by a landscaped berm with pedestrian/bicycle circulation as a buffer on the Larrabee Street right-of-way. This trail connects to the South Bay Trail and the Interurban Trail system.

Best science, the Critical Areas Ordinance, and the Shoreline Master Plan should be used to determine buffers and protection for Padden Creek and Padden Lagoon in this area, including but not limited to a 100-foot setback, height restrictions within 200' and buffers for light and access (see **FLUG-6**). Stormwater issues should also be addressed (see **FLUG-5**).

**FLUG-5:** An improved comprehensive stormwater system should be developed for Fairhaven.

**FLUG-6:** Padden Creek, estuary, and lagoon should be protected and enhanced. The best science available should be used to determine setbacks and other needs.

This area should be developed to continue the Fairhaven Business District toward the waterfront. It is a transitional area between the residential area to the south, the transportation center, and the industrial/waterfront areas to the north and west. Safe and attractive pedestrian access down Harris Avenue is important. New construction should continue the character of Fairhaven and pedestrian accessibility. As one of the few currently (2007) undeveloped areas of Fairhaven, any open space or public amenities incorporated in development of this area would be desirable.

Although Light Industrial land is minimal in the city, the expansion of Fairhaven as an urban village suggests a more mixed use in this area, as suggested by the Waterfront Futures group. At the same time, this area is not appropriate for a primarily residential area. An appropriate land use would allow a mix of light industrial, commercial, and no more than 25% of constructed floor area for residential use.

This area is transitional between the water and the upland (south) residential areas. The down slope configuration should be maintained in both directions such that views upward and downward are maintained to some degree. Shoreline regulations are in effect along Padden Creek. **FLUP-4** should address heights and criteria for expanding heights in this area.

Warehousing functions and assembly type manufacturing operations, which do not create a high risk of fire, explosion, radiation, etc, are appropriate for this area as well as high-tech businesses. Regional air quality and state noise standards should be complied with.

Development should be compatible with the area and protect the residential area south of the area. Visual pathways from the south through the development should be established to allow some view and sense of connection with the water. **FLUP 1-8** apply.

**FLUP-1:** The Fairhaven Design Review process should be revised to encourage the preservation and enhancement of historic character by limiting building size to match existing historic buildings and by requiring the use of similar architectural styles and materials. All development or redevelopment in the Fairhaven commercial areas should be planned in order to preserve, enhance, and complement the character of this special neighborhood.

**FLUP-2:** Building heights should conform to the step-down, stair-stepping flow from upland to the waterline, following the natural topography of the land, and preserving visual and physical access to the Bay.

**FLUP-3:** Development should balance the need for infill with preservation of the other goals of the Fairhaven Neighborhood Plan.

**FLUP-4:** Two to four story buildings with a height range of 35-54 feet are most appropriate for all commercial areas of the Fairhaven neighborhood in order to preserve the historic and pedestrian friendly character of the area. In general, three stories are preferred with the possibility of an additional mezzanine or parking level. Special development restrictions and options should include the following:

A. In the commercial core of Fairhaven (Areas 2, 5, and 8), the preferred height limit is 35 feet. Height above a standard height of 35 feet up to a maximum of 54 feet should be approved by the City Council based on criteria that include:

- 1) A parking plan or alternative transportation plan that demonstrates capacity for or decrease in the expected parking demand generated by the increase in floor area.
- 2) Reasonable preservation of views for adjacent residentially zoned areas.
- 3) Provision for significant community and/or environmental benefit/amenities (not defined as economic benefit, purchase of street furniture, internal patios, or semi-private plazas.)
- 4) Compliance with all covenants and legal agreements in place for particular areas in 2007.
- 5) Additional height would not restrict views of Bellingham Bay, create sun shadows in the historic district, or loom over historic buildings, Padden Creek, or residential homes.

B. Industrial functional need should be used to determine height for light industry for any new development proposed to exceed the 35-foot height, with a 54-foot maximum.

C. No use should be permitted that provides for drive-through services.

D. Up to six feet of additional height beyond the 35-foot or 54-foot limit may be added to any new or modified structure to allow for placement and screening of roof-top mechanicals

**FLUP-5:** Vistas and view corridors should be identified and maintained from obstruction. Major view corridors towards/from Bellingham Bay (roughly east-west) include: 1) Harris Avenue, 2) McKenzie Avenue, 3) Larrabee Avenue, 4)

Mill Street, 5) Donovan Avenue, and 6) 6<sup>th</sup> Street. These corridors should be maintained, fanning toward the water when feasible. Mid-block view corridors should be created in the Fairhaven neighborhood core area whenever new construction or redevelopment takes place. Vistas from the Village Green, from Harris near the Padden Lagoon north, and from a variety of points along 12<sup>th</sup> are also important in preserving visual connection with the Bay.

**FLUP-6:** Signage and lighting in the commercial core should continue to be limited and controlled in a way to minimize the impact on residents in adjacent residential areas and the environmental impact on Padden Creek and the shoreline.

**FLUP-7:** All new residential development is encouraged to include an element of affordable housing.

**FLUP-8:** Mixed use development with commercial use on lower levels and residential above is encouraged in the commercial core area as a means of providing for residential infill and urban-village densities.

**FLUG-8:** A primary goal for this area would be development with opportunities for living wage jobs.

**FLUP-27:** Efforts should be made to maintain 6<sup>th</sup> Street as a residential access road with commercial traffic confined to Harris Avenue and 10<sup>th</sup> Street. Building setbacks from 6<sup>th</sup> would be appropriate to widen the view corridor down 6<sup>th</sup> (see **FLUP-5**).

**FLUP-28:** Maximize the Larrabee Street right-of-way buffer with plantings and building setbacks.

**FLUP-29:** A portion of the Port-owned parking area should be used to support parking needs within Fairhaven and at some point de-contaminated.