

FAIRHAVEN NEIGHBORHOOD PLAN UPDATE PROPOSAL
November 28, 2007

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Vision Statement

THE FAIRHAVEN NEIGHBORHOOD SEEKS A BALANCE OF ENVIRONMENTAL STEWARDSHIP, QUALITY OF LIVING AND ECONOMIC WELL-BEING

Natural Environment, Parks, Recreation, and Open Space Assets

Fairhaven Natural Environment Vision (FNEV)-1: Protect, restore and preserve the existing natural areas in Fairhaven.

Fairhaven Natural Environment Goal (FNEG)-1: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to monitor the natural areas in the neighborhood.

FNEG-2: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to address the long term restoration of Padden Creek and its estuary and lagoon for fish, wildlife and public education.

FNEG-3: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to address the restoration of beaches along Bellingham Bay.

FNEG-4: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to assure permanent protection of the Great Blue Heron Rookery near Post Point.

FNEG-5: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to encourage the purchase of additional land to increase the width of wildlife corridors along the existing riparian areas as density and infill occur.

FNEG-6: The Fairhaven Neighborhood will work with the City of Bellingham and the Port of Bellingham to provide for increased trail connections and shoreline access for all.

1. NATURAL AREAS AND OPEN SPACE ASSETS

The visionary Shoreline Management Act, RCW 90.58.010, written in 1971 by the Washington State Legislature, identified the natural assets of the Fairhaven Neighborhood, as among "the most fragile and valuable of natural areas."

The Bellingham Comprehensive Plan, Chapter 8, Parks, Recreation and Open Space, identifies the natural environment, parks, recreation, and open space assets in the Fairhaven Neighborhood. "The policies in this chapter reflect the fact that citizens of Bellingham take great pride in, and place a great importance on, their parks and open space system. The policies also contain a commitment to maintain the existing system while providing new facilities..."(Intro-6) Bellingham Comprehensive Plan Framework Goal: Visions for Bellingham Goal Statements, Section 1 - Development Patterns and Community Character:

“VB-3 Bellingham continues to retain its natural, green setting by protecting unique natural features and public open spaces, creating greenbelts and preserving wooded hillsides in and around the City. New development is encouraged to incorporate existing mature vegetation and additional trees and native vegetation.

Open space corridors along creeks include connections from the bay to Padden Lake. In order to preserve or create these green corridors and open spaces, the community employs a variety of techniques, including incentives and regulations for the design and siting of new development, as well as public acquisition.” (F-2)

Surveys conducted by the Park Department, and Fairhaven Neighbors, indicate that in general a large majority of citizens want to have, and will support, more wildlife and conservation areas; and believe in the need to protect important environmental areas of the City, including additional sites along Bellingham Bay and Padden Creek. A large majority also want the City to acquire/develop more access sites along the shorelines, and develop an extended system of beach walks and over-water promenades and boardwalks along the waterfront. In Fairhaven 76% said they wanted improved and direct access from the Village Green to the Bay, as proposed by Waterfront Futures Group.

A. FRESHWATER - PADDEN CREEK - is one of five streams that flow through the City of Bellingham. It runs for 2.7 miles, draining from the west end of Lake Padden and traveling west into Harris Bay, then Bellingham Bay. In 1892, anticipating the terminus of the transcontinental railroad, the Town of Fairhaven constructed a 2200' brick tunnel from 17th Street to just east of 22nd Street, as part of a flood control, swamp drainage and sanitary sewer project. (“Padden Creek: A Resource Besieged” by Ralph Thacker)

PRESENT: Construction of the brick tunnel ended thousands of years of salmon runs, and created a major impact to the entire Padden Creek Watershed. Interrupting normal drainage flows at Lake Padden, and piping stormwater away from normal patterns in the watershed, may have resulted in less than the 20 cubic foot per second (CFS) stream flow minimum criteria to be included in the City’s Shoreline Master Program (SMP).

FNEP (Fairhaven Natural Environment Policy)-1: Remove the 2200' brick tunnel from Padden Creek constructed in the 1880's from 17th to 22nd Streets along the north side of Old Fairhaven Parkway, to provide for the passage of endangered Puget Sound salmon and trout species (putting the creek back in a creek bed by removing the tunnel is referred to as "daylighting" Padden Creek).

Daylighting will assist with the restoration of a number of endangered salmon and trout species, and aid the larger Puget Sound salmon restoration efforts. This project was the genesis of the development of the City’s stormwater fee for impervious

surface, and is a vital link in the restoration of endangered salmon and trout runs. Efforts need to be made to protect Padden Creek per the SMP, regardless of flow.

FNEP-2: Because low-flow streams and creeks require additional protection, encourage COB to create a new area in the Shoreline Master program (SMP) for fragile salmon-bearing streams such as Padden Creek.

Years of monitoring studies indicate Padden Creek is highly polluted with pesticides and other toxics from agricultural, residential and commercial runoff as well as septic tank drainage.

FNEP-3: A comprehensive watershed stormwater drainage plan and implementation of same should be created and acted upon to restore the natural flow and water quality in Padden Creek, and to alleviate flooding of streets and businesses in Fairhaven Village.

B. FRESHWATER HABITAT - PADDEN CREEK RIPARIAN AREA

PRESENT: Riparian areas are the wooded or vegetated corridors located along the creek, and such corridors possess free flowing water or moist conditions that support the high water tables, certain soil characteristics, and vegetation that are transitional between freshwater and terrestrial habitat zones. The habitat area and wildlife corridor along both sides of the creek connects the saltwater shoreline to the highest point in the watershed. The Shoreline Management Act has responsibility and oversight for 200 feet of shoreline along all of the creeks in Bellingham except Padden Creek. Great blue heron from the Post Point Rookery use the riparian area for alternate foraging and nesting sites.

FNEP-4: A dedicated riparian area of at least 50' to 100', and ideally 200 ft, along each side of the creek should be planted with native vegetation and trees to create a protective and contiguous wildlife corridor, filter stormwater, keep the water cool enough to salmon to survive, and protect foraging and nesting heron and other wildlife species.

Creating and implementing a comprehensive watershed stormwater drainage plan (see FNEA-1) is necessary to restore and protect the remaining riparian area along the sides of the creek, by removing point source outfalls.

FNEP-5: Additions to the riparian area to include the 100-200 ft width along each side of Padden Creek from Lake Padden to Harris Avenue should be purchased by the City of Bellingham to protect and enhance the existing corridor for wildlife.

C. ESTUARINE HABITAT - PADDEN CREEK ESTUARY AND LAGOON AND SHORELINE RIPARIAN AREA

Estuaries are semi-enclosed bodies of water that are freely connected with the open sea and within which saltwater mixes with freshwater drainage. Estuaries create transitions among marine, freshwater, and terrestrial environments that support rich and diverse variety of wildlife species. Estuaries are typically shallower with warmer water temperatures than marine habitat zones. Padden Creek Estuary and Lagoon is a "pocket estuary" of the much larger Puget Sound Estuary. Approximately 5.0 acres.

The Fairhaven Neighborhood Plan of 1980 stated: "Manage Padden Creek to enhance fisheries production and encourage pedestrian movement along the creek by use of shoreline management, and floodplain management."

PRESENT: This estuary, located north of Harris Avenue, between 6th and 8th Streets, has an overlook with interpretive signage. It has been identified by the Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, June 28, 2005, as important to restoration of endangered salmon and trout runs in Puget Sound and the Nooksack River. The area is part of the Pacific Flyway migration system. Heron from the nearby Post Point Rookery fish in the estuary.

Per the 1988 Agreement Between Fairhaven Neighbors, Inc. and the City of Bellingham, the Padden Creek Estuary and Lagoon (below the high tide line) was deeded to the City from the Port with the promise to be restored for wildlife and use as a park. In 1989 the City, Port, and Concerned Southside Citizens signed an agreement that identified protection of a 100' setback around the Lagoon, located west of Harris Avenue. The Padden Creek Estuary Planning Study, Habitat Restoration and Public Access, was completed in June 1990. The plan pointed out a concern over a 27" stormwater outfall that discharges untreated stormwater from a large drainage basin in a number of neighborhoods directly into a sensitive site for salmonids. Few measures recommended by the Plan have been implemented

In 1990 the Bellingham Bay Demonstration Pilot identified four Padden Creek Estuary project sites, and rated them as most important with a high priority for restoration. None have been undertaken.

In 2004 Waterfront Futures Group recommended the City close 8th Street between Harris Avenue and McKenzie to protect the estuary south of Harris Street, and restore the 100' riparian area on each side of the estuary. In 2005, Fairhaven Neighbors appealed the City's shoreline permit allowing a development to use 8th Street. A settlement was reached requiring 8th Street to be closed and added to the riparian area of the estuary. In 2006 the Management Recommendations for City of Bellingham Pocket Estuaries stated: "*Padden and Whatcom Creeks offer the most estuary area for improvement and or restoration, with Padden having more area. Due to existing conditions, Padden currently offers better habitat opportunities. Padden should receive priority for habitat restoration and overall preservation.*"

The best available science developed from the studies shown above and outlined in References, conclude that restoration, protection, and preservation of the Padden Creek Estuary and Lagoon is very important to the recovery of natal and non-natal endangered salmon and trout.

FNEP-6: The City and the Port should move forward as soon as possible with the Bellingham Bay Pilot projects identified in the Shoreline Master Program Update. These include removing development from the riparian area upon redevelopment, eliminating contaminated runoff from the boat yard, establishing native plant buffers, and enforcing setbacks. Great care needs be taken to limit access for and interference by the public, in order to protect sensitive wildlife habitat. Creation of a self-guided public education signage program is suggested, along with carefully marked trails located as far away as possible from the estuary and wildlife riparian habitat areas.

FNEP-7: Additions to the protective riparian area around the Padden Creek Estuary and Lagoon should be dedicated by the Port and the City for 200' in width on all sides of this 'at risk' pocket estuary, for the long-term restoration and protection of endangered Puget Sound salmon and trout species.

D. WILDLIFE HABITAT - BELLINGHAM BAY AND SHORELINE RIPARIAN AREA

PRESENT: As a "shoreline of statewide significance" the Shoreline Master Program has jurisdiction of 200' inland along the shoreline of Bellingham Bay. Marine habitats provide critical plant, fish, and wildlife habitat that can be greatly affected by land- and water-based activities. Surveys and questionnaires indicate the public is very supportive of actually increasing wildlife and conservation areas along the shoreline. The public also desires to have access to the shoreline with beach walks and over-water promenades and boardwalks.

FNEP-8: The City and Port should move forward as soon as possible to restore, protect and preserve the riparian areas of the bay shoreline and estuary, as identified in the Shoreline Master Program Update and based upon the findings of the Bellingham Bay Demonstration Pilot.

E. OPEN SPACE - POST POINT OPEN SPACE

This is a natural area with fields, gravel trails, planted areas, and an off-leash dog area set back from the Post Point Lagoon shore. The site is managed by Public Works, located at the west end of Larrabee Avenue. There is a Great Blue Heron Rookery located to the south of the off-leash area that is fenced off so that dogs do not disturb the nesting rookery. The Post Point open area is highly prized by dog lovers. 15.3 acres.

FNEP-9: Maintain the off-leash dog area not immediately adjacent to the shoreline to minimize negative impact the shoreline riparian area of the Post Point Lagoon.

FNEP-10: The Great Blue Heron rookery site should remain fenced off and be continually monitored for the health of the rookery. If necessary the off-leash area may need to be confined to the east end of the open space area, away from the shoreline riparian habitat area of the Post Point Lagoon, and the heron rookery.

F. NATURAL AREA - LOWER PADDEN CREEK TRAIL PROPERTIES

PRESENT: Trail corridor and natural area with Interurban Trail, lower Padden Trail, and Padden Creek, including lands between Post Point and 12th Street. 15.5 acres. Much of this area is used by wildlife in general and heron in particular as an alternate nesting and foraging site for the Post Point Heron Rookery.

FNEP-11: This Lower Padden Creek area should be maintained and preserved as a wildlife corridor and open space with access trails. As additional development and infill occur, require larger setbacks to increase the buffer area.

Some trails near the marsh area are not adequately set back from the creek and marsh and have not have not been well maintained by the Park Department, and runoff is creating siltation of the creek and marsh areas.

FNEP-12: Identify existing trail problems and restore creek shoreline in order to protect the Padden Creek fish and wildlife species.

2. PARKS AND RECREATION ASSETS:

A. MARINE PARK

PRESENT: Viewpoint, grassy play area, picnic tables, picnic shelter, and restrooms located overlooking the entry into Bellingham Bay at the end of Harris Avenue. Completed restoration project to enhance shoreline with recreated beach. 2.0 acres. The park, with its public access to the shoreline, is a well-maintained asset to Fairhaven and Bellingham as a whole. Owned by the Port of Bellingham.

FNEP-13: Establish enhanced native plant areas further from dynamic beach system and gradually improve park infrastructure with low-impact development features such as on-site stormwater treatment using bioswales, etc., and porous pavement.

B. SOUTH BELLINGHAM BAY OVERLOOK

PRESENT: Undeveloped park planned as a viewpoint, picnic facility, and trailhead, located in the area between Douglas Avenue and Boulevard Park, as obligated by the Gambier St. vacation. Owned by the Port of Bellingham.

FNEP-14: Develop this area as a public park area and viewpoint, with pedestrian access to the Village Green, and connection to area trails, such as down to the shore in the vicinity of the northern Port of Bellingham property.

C. COMMUNITY GARDEN - FAIRHAVEN

PRESENT: Pea-patch community garden plots. 0.3 acres.

FNEP-15: The Community Garden should be preserved and maintained as community garden space.

D. FAIRHAVEN VILLAGE GREEN

PRESENT: Lawn area, summer movie program, and Wednesday afternoon farmer's market. Includes restrooms below the green, glass-covered seating areas with plantings to create an arbor, paved walks, and stage. 0.3 acres. This popular gathering spot is a successful village park space that is well utilized and appreciated by both the neighborhood and the city at large. Existing capacity may not be adequate for current and future growth in Fairhaven. Space can be rented for private events.

FNEP-16: Install a retractable overhead cover for the stage area during inclement weather. Investigate the availability of additional land in the immediately vicinity of the Village Green.

E. WEDNESDAY FARMER'S MARKET

PRESENT: Outdoor farmer's market conducted in Fairhaven at the Fairhaven Village Green from June through September.

FNEP-17: Encourage and support continuation of the farmer's market at the Fairhaven Village Green.

F. BELLINGHAM CRUISE TERMINAL

PRESENT: Terminal provides passenger and vehicle loading from a single finger pier extending into the south end of Bellingham Bay from Harris Avenue. The east side of the pier loads the Alaska Ferry, the west side is used by passenger cruise ships including the Zodiac and the Victoria Star. Public crabbing is allowed off the west side of the pier.

The terminal building houses a variety of commercial tenant activities and public spaces including ticketing areas, retail shops, an expansive front lobby, restaurant, shop, and a rear deck viewing area with sunlit solarium on the lower floor. The upper floor has a public sitting and eating area overlooking Bellingham Bay and the ferry loading area. Portions of both floors are made available for public uses. The terminal includes an 18-person conference room and the rotunda. The Cruise Terminal, owned

by the Port of Bellingham, is a well-maintained asset to Fairhaven and Bellingham as a whole.

G. PADDEN CREEK LAGOON BOAT LAUNCH

PRESENT: Boat launch ramps (2) and small float located on the south end of Bellingham Bay with access across BNSF tracks from 5th Street. Mooring buoys are anchored offshore from May to October for transient boats. Launching access is subject to tides and is affected by continual siltation from Padden Creek. 0.8 acres. Owned by Port of Bellingham.

The Port is considering plans for improving the boat launch facilities and further development of the Fairhaven waterfront, as part of their Comprehensive Scheme of Fairhaven Harbor Improvements.

FNEP-18: Provide for early and continuous input from the member associations of the Coalition of Southside Neighborhoods (CSN), consisting of the Fairhaven, Edgemoor, South Hill, Happy Valley, and South Neighborhoods in the update of the Port's Fairhaven Harbor Plan.

FNEP-19: Maintain the existing boat launch area for small, non-powered boats. A new boat launch facility would be better located to the west of the existing launch area (possibly if and when the US Coast Guard relocates its ships). Water depths are greater to the west, siltation is not a problem, and therefore larger boats could be launched in a more sustainable location without tidal restrictions.

Mooring buoys are an important asset to the commercial areas of Fairhaven, and ideally there will be pedestrian access developed between the boat launch facility and a new trail to the Village Green (see FNEP-14). Providing a jitney that runs along Harris Avenue from Marine Park to closer to the Village Green could also provide such access.

H. BELLINGHAM BAY COMMUNITY BOATING CENTER (OLD FAIRHAVEN BOAT WORKS SITE)

PRESENT: Sea kayak, rowboat, and sailboat rentals on Bellingham Bay from the non-profit's office at 501 Harris Avenue. This facility also stores boats for a monthly fee. Memberships are available, which include 1/3 off rental fees and extremely low cost membership for youth. Owned by Port of Bellingham.

FNEP-20: Maintain public access to the water with small boat rental and storage facilities.

I. FAIRHAVEN LIBRARY

PRESENT: 10,250 square foot branch library, built in 1904 and located on 12th Street. Includes auditorium seating 150 people with wood dance floor and limited kitchen facilities. Also includes Children's and Fireplace Room seating 30-45 people. Facilities can be rented by groups. 0.2 acres.

FNEP-21: If property becomes available, the Library Board should pursue acquisition of property adjoining the Fairhaven Branch Library for library access and parking or development of open space or playground by the Parks Department.

J. TRAIL CONNECTIONS FROM OUTSIDE OF NEIGHBORHOOD

PRESENT: No through trails exist at or near the shoreline in the Fairhaven Neighborhood. The trail on the Taylor Avenue Dock deviates from the shore prior to connecting to the Village Green. The Lower Padden Creek Trail is well away from the shore of Bellingham Bay. The Port of Bellingham properties have no through connection for pedestrians or other trail users.

FNEP-22: With the likely future redevelopment of some portions of the Port of Bellingham property near the Bay, establish a beach/shore trail connection along Bellingham Bay from Marine Park to the vicinity of the Taylor Avenue Dock, possibly to a new stairway down from the Taylor Avenue pier or to a spur trail at the north end of the Port of Bellingham Property. This would require coordination with the BNSF Railway.

3. REFERENCES

A. LIST OF BEST AVAILABLE SCIENCE FOR PADDEN CREEK ESTUARY AND LAGOON

1. City of Bellingham Neighborhood Plan FAIRHAVEN, Adopted 1980
2. Padden Creek Estuary Area Planning Study, Habitat Restoration and Public Access, City of Bellingham, Parks and Recreation Department, June 1990
3. City of Bellingham: Watershed Master Plan Draft, Volume 2, Basin Detail, November 1993
4. City of Bellingham: Watershed Master Plan, Volume 1, September 1995
5. Bellingham Comprehensive Plan, 1995
6. City of Bellingham: Wildlife and Habitat Assessment, an inventory of existing conditions and background information, Ann Eissinger, December 1995
7. Bellingham Bay Demonstration Pilot, Final Habitat Restoration Documentation Report, February 1999.
8. Marine Resources of Whatcom County, May 2000
9. Post Point Great Blue Heron Colony Assessment, For: City of Bellingham Department of Public Works, May 10, 2000

10. Forest Cover, Impervious Surface Area and the Mitigation of Stormwater Impacts, 2002
11. Padden Creek Monitoring Project, Final Report, Institute for Watershed Studies, Huxley College of Environmental Studies, Western Washington University, June 5, 2002
12. City of Bellingham, Padden Creek Survey, for the Department of Public Works Plants Division, August 9, 2002
13. City of Bellingham, Wildlife Habitat Assessment, Ann Eissinger, March 2003
- 14-A. Waterfront Futures Group Initial Findings Report, September 2003
- 14-B. Final Workshop Report, Opportunities and Ideas for Habitat Restoration and Water Access on Urban Bellingham Bay, March 2004
- 14-C. Waterfront Vision and Framework Plan, Connecting Bellingham with the Bay, Waterfront Futures Group, Final Recommendations, December 2004
- 14-D. Waterfront Action Plan, Waterfront Futures Group, Final Recommendations, December 2004
15. Washington State Department of Ecology, Padden Creek Pesticide Study: Final Report, October 2003
16. City of Bellingham Department of Public Works, Connelly Creek Survey, 2003
17. The Importance of Non-Natal Pocket Estuaries in Skagit Bay to Wild Chinook Salmon: An Emerging Priority for Restoration. Skagit System Cooperative Research Department, May 2003
18. City of Bellingham Department of Public Works, Urban Streams Monitoring Program Report, 2004
19. Marine Riparian: An Assessment of Riparian Functions in Marine Ecosystems, by Jim Brennan and Hilary Culverwell, 2004
20. Inner Bellingham Bay Juvenile Chinook Study, Lummi Natural Resources Data Report, Lummi Natural Resources Department, May 3, 2005
21. Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, Compiled and Edited by Puget Sound Action Team, Contributions from NOAA Fisheries, June 28, 2005
22. Management Recommendations for City of Bellingham Pocket Estuaries, prepared for City of Bellingham Planning and Development Department, prepared by Northwest Ecological Services, LLC, February 2006 (Revised September 2006)
 - B. The Bellingham Comprehensive Plan, Chapter 8, Parks, Recreation and Open Space - (completed as a separate component of the 2005 Comp Plan)
 - C. Title 22, Bellingham Municipal Code, Shoreline Master Program, April 26, 2007 Draft (still in draft form)
 - D. State of Washington 'The Shoreline Management Act of 1971' RCW 90.58.010
 - E. Port of Bellingham, Comprehensive Scheme of Fairhaven Harbor Improvements, Draft 2006-7
 - F. Fairhaven Neighbors 2007 Questionnaire and Replies
 - G. Agreement Between Fairhaven Neighbors, Inc. and the City of Bellingham, November 7, 1988.
 - H. Second Agreement Between Fairhaven Neighbors, Inc. and the City of Bellingham, August 22, 1994.
 - I. Agreement, January 10, 1989, by and between Concerned Southside Citizens, the

Port of Bellingham and the City of Bellingham, Recorded 6-12-89, Auditors No. 1640153.
J. 2005 Appeal of Fairhaven Harbor Shoreline Permit and 2006 Settlement Agreement.

Capital Facilities

The goal of the Growth Management Act with regard to public facilities and services is to: “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.” (2005 Comprehensive Plan, Page CF-1)

FCFV (Fairhaven Capital Facilities Vision)-1: The Capital Facilities Plan provides the lens through which citizens view public safety, utility infrastructure, continued support for commercial and industrial enterprises, and lifelong learning through schools and the library.

The Fairhaven neighborhood desires to work more collaboratively with the City of Bellingham to encourage the continued high level of services presently enjoyed, as well as address issues of concern that have become obvious since the previous Neighborhood Plan of 1980.

1. POLICE - PUBLIC SAFETY

A. PUBLIC SAFETY - ACCESS TO POLICE ASSISTANCE:

FCFG(Fairhaven Capital Facilities Goal)-1: Provide for a safe and crime free neighborhood.

FCFP(Fairhaven Capital Facilities Policy)-1: Streamline the method of communication with Neighborhood Police Sergeants, to assure public safety.

FCFP-2: Assign a regular “black and white” patrol of the Fairhaven neighborhood to protect the vitality of the commercial, intermodal transportation, and residential quarters of Fairhaven.

FCFP-3: Change the police work-station located in Fire Station 2 to a staffed police sub-station that assures a visible police presence in the commercial, industrial and transportation areas of Fairhaven, as well as serve the south Bellingham neighborhoods.

B. PUBLIC SAFETY - UNPOLICED OVERNIGHT AND TERM PARKING:

FCFG-2: Eliminate overnight parking of non-resident vehicles in the Fairhaven Neighborhood.

Vehicles are parked, and people are observed living in vehicles, along public streets in the Neighborhood. This vagrant parking on the public right-of-way and/or on posted private property is illegal and creates an unsafe, unsanitary, and unsightly

environment for residents, children, and visitors to the area. It is unpoliced except by incident. A number of promises were made by the City and the Port to assure southside neighborhoods that construction of the Ferry Terminal would not have a negative impact on the area (See Agreement Between Fairhaven Neighbors, Inc. and the City of Bellingham, November 7, 1988; and AGREEMENT, January 10, 1989 by and between Concerned Southside Citizens, Port of Bellingham and City of Bellingham). Specifically, the City agreed: "...that it will provide an enforcement program to ensure that Recreational Vehicles belonging to non-residents of the Southside area are not resided in at any time nor parked for more than 24 hours on public streets in the Southside area."

NOTE: See **FTP-34** for action.

2. FIRE PROTECTION

"Bellingham Station 2: 1590 Harris Street. The Fairhaven Station was opened in 2001 and currently houses one engine, one reserve medic unit, and a workstation for the Bellingham Police Department. Fire Station 2 serves as the first response fire and EMS facility for the south side of Bellingham and provides a reserve medic unit response for south Whatcom County as part of the Whatcom Medic One program. The Fairhaven facility is adequate to meet the anticipated demand during the 20-year planning period." (2005 Bellingham Comprehensive Plan, CF-22)

FCFG-3: Maintain the present level of fire protection service and continued presence of Bellingham Station 2.

FCFP-4: The level of fire protection service shall be adjusted as the population of Fairhaven increases.

FCFP-5: Support the 2005 Comprehensive Plan Capital Facility Vision, CFP-25: "Encourage the appropriate use of design and materials for individual buildings to help minimize loss of life or property in the case of fire or other emergency."

3. LIBRARIES

PRESENT: Fairhaven is fortunate to have an historic Carnegie library, a branch of the Bellingham City Library located at Mill and 12th Street. This library also provides important community meeting spaces, and bulletin boards for public notices.

FCFG-4: Ensure that the Fairhaven Library evolves to reflect growth in Fairhaven.

FCFP-6: Preserve and restore the historic Fairhaven Library building, and provide funding for the work.

FCFP-7: Library improvement plans should include upgraded technology to support the public need. Restoration and upgrade of facilities will ensure both physical and

technological access for the entire urban village and surrounding neighborhoods. Maintain its present function as a multi-use facility for the community.

4. SCHOOLS

Residents of Fairhaven place a high value on education and access to well-maintained neighborhood schools for Fairhaven children and residents within walking distance, and with safe school routes. Currently Fairhaven elementary students attend Lowell and Larrabee Elementary Schools. After 2009 the boundaries will change, and they will all attend Lowell. During the transition year of 2008-09, some may attend Happy Valley Elementary School. Fairhaven Middle School is within walking distance of the neighborhood, and has useful space for some public meetings and events. Sehome High School is located on Bill McDonald Parkway, and serves the needs of the Fairhaven Neighborhood. Nearby Western Washington University provides Fairhaven residents with access to higher education, and the students bring a special vibrancy and energy to the neighborhood

FCFG-6: Retain nearby neighborhood public schools, within walking distance of many residences, to foster a healthier and more educated community

FCFP-8: Encourage the Bellingham School District to respect and comply with visions put forth in the 2005 Comprehensive Plan Capital Facilities Visions, CFV-3 and 5. CFV-3: "The community supports the highest possible educational quality for our children, including a curriculum that fosters innovative ways of learning and preparation for life in the 21st century." CFV-5 states: "Neighborhood schools in developed areas are retained."

5. WATER

At one time Lake Padden provided a potable water supply for the Town of Fairhaven, but today Lake Whatcom is the sole source of Fairhaven's drinking water. The original Neighborhood Plan, 1980, stated the principle deficiency in water distribution is the inability to provide high-volume fire flow for the heavy manufacturing area and the Fairhaven Business District. Remedying this deficiency would require the construction of a large diameter main (approximately 16") from 16th Street to 4th Street in the vicinity of Harris or Mill.

Based on information obtained from the City of Bellingham GIS Utility Map for Water, generated February 27, 2007, in 1983 a 16" ductile iron water main was installed in Harris Avenue from 4th Street to 11th Street. The map does not indicate that the 16" water line was extended to 16th Street on Harris Avenue. However, 8" ductile iron water mains were also constructed along Larrabee Avenue in 1984, along Knox Avenue in 1986, along portions of 14th Street in 1987, along portions of 11th Street in 1999, and along portions of 12th Street in 2002. All of these water mains are

interconnected, and joined to other water mains in the vicinity of Fairhaven; forming what seems to be a looped system, essential to providing greater fire flow.

The 2005 Bellingham Comprehensive Plan outlines 15 projects necessary to maintain Level of Service for the 2004-2022 planning period (CF-8, 8a and CF-9). The COB 2005 Comprehensive Water Plan indicates a projected cost of 19 Capital Improvement Projects of \$29,176,000, page 6-3.

The 2005 Bellingham Comprehensive Plan Capital Facilities Visions for Bellingham states: "An aggressive water conservation program needs to be coordinated with this Comp Plan to ensure that the overall management of the water system is balanced and integrated properly." CFP-56 (page CF-103) Most existing homes in Bellingham are equipped with 3.5 to 8+ gallon flush toilets. According to the Partnership For Water Conservation, www.partners4water.org, toilet flushing and toilet leaks represent 34% of domestic water usage. Retrofitting homes with 1.6 ultra-low-flow toilets would cut domestic water usage and wastewater treatment dramatically.

FCFG-7: Provide a more sustainable water use and delivery system.

FCFP-9: Encourage the Municipality to enact water conservation measures by: (a) requiring all homes and businesses for sale in the City of Bellingham to install ultra-low-flow toilets using 1.6 gallons or less, prior to the close of sale; (b) offering an incentive program to retrofit all homes and businesses in the City of Bellingham with ultra-low-flow toilets using 1.6 gallon flush toilets or less; (c) creating incentives to encourage residents, businesses, and public entities to re-landscape their private properties using all native vegetation, and installing rain barrels to be used for outside watering, thereby eliminating the need for more than minimal exterior water usage.

6. SANITARY SEWER (WASTEWATER)

The City of Bellingham's wastewater treatment facility (wwtf) is located at Post Point in the Fairhaven Neighborhood. The facility discharges 11.0 million gallons per day (mgd) of treated wastewater into Bellingham Bay. The capacity of the wwtf has been increased to 55 mgd since the addition of the new secondary phase and clarifiers. The facility is 95% efficient at removing waste prior to discharge of effluent into the Bay (2005 Comp Plan, CF-10).

Sewer projects projected for 2004-2022 include: "#14. Continue upgrades and maintenance at the Post Point Sewage Treatment Plant including maintenance facility and alternate Post Point outfall." No cost was provided. (2005 Comp Plan, CF-14.) No conservation efforts are outlined under Sewage Treatment - Mitigating Measures, from the 2004 EIS (2005 Comp. Plan, CF-14).

The City of Bellingham GIS Utility Map for Sewer, generated February 27, 2007, does not indicate that any new interceptor lines have been constructed on Harris Avenue

since 1949; leading to the conclusion that a stormwater separation project recommended in the 1980 Neighborhood Plan may have been completed, providing for increased wastewater flows without having to construct additional wastewater collection infrastructure, as growth occurred.

FCFG-8: Ensure that sewer/wastewater treatment infrastructure grows in line with the population/building growth in Fairhaven.

FCFP-10: Even allowing for the results of water conservation put forth in **FCFP-9**, at some point in the future the Post Point facility will need to be upgraded. When this occurs, state-of-the-art technology should be used to provide the best possible treatment of wastewater, and to contain odors.

FCFP-11: Cover open treatment systems and install specialized equipment to eliminate persistent odors.

FCFP-12: Encourage use of bio-diesel fuel for emergency generators to minimize air pollution for adjacent residential areas.

7. DRAINAGE (STORMWATER)

As a consequence of actions noted in the 1980 Neighborhood Plan and various combined stormwater/sewer separation projects, stormwater from Happy Valley, parts of South Hill, and Fairhaven Neighborhoods are collected in a 27" pipe that discharges directly into the Padden Creek Estuary (a "pocket estuary," vital to salmon recovery) under the Harris Avenue Bridge at 8th Street (Padden Creek Estuary Planning Study, Habitat Restoration and Public Access, June 1990).

Note: Best available science for the Padden Creek Estuary and Lagoon is located in the Appendix of the Natural Environment Chapter.

According to the City of Bellingham, GIS Utility Map, Stormwater, February 27, 2007, in the Fairhaven Neighborhood, most existing public and private stormwater piping systems from the neighborhood, including Port of Bellingham properties, carry pollution directly into Padden Creek or Bellingham Bay.

In new developments, such as 12th Street Village, mechanical treatment stormwater vaults are left to homeowners for permanent operation and maintenance.

The Watershed Master Plan, September 1995 states: "Biofilter swales and/or water quality ponds should be incorporated into all new development." The Waterfront Futures Group Recommendations, December 2004, states: "Manage stormwater to enhance rather than degrade estuarine habitats. Treated or otherwise, assure the quality of stormwater used to enhance estuarine habitats." The Management Recommendations for City of Bellingham Pocket Estuaries, February 2006 (Revised September 2006) recognized Padden Creek Estuary and Lagoon as offering the most

estuary area for improvement and or restoration. “Padden should receive priority for habitat restoration and overall preservation.” The study recommended three goals:

- 1. Restore and maintain the Padden Creek delta as a viable urban marsh/estuary that supports diverse wildlife habitat.*
- 2. Enhance and restore estuary and buffer functions.*
- 3. Improve water quality by determining runoff sources and treat prior to entering lagoon.*

FCFG-9: Use best available science to create a stormwater management program for Fairhaven that will collect and treat stormwater using natural treatment systems, accommodate growth, and prevent flooding of streets and businesses in the commercial district. This program needs to assure that the quality of treated stormwater will enhance Padden Creek, the estuary, and lagoon, and Bellingham Bay water quality and habitats.

FCFP-13: Discourage the private ownership of stormwater collection/ treatment/ discharge systems. The City shall maintain responsibility for long-term maintenance of all stormwater facilities according to EPA/DOE standards.

FCFP-14: Remove the 27” storm sewer outfall located under the Harris Avenue bridge that discharges untreated stormwater into the ‘at risk’ Padden Creek Estuary and Lagoon (identified by best available science as essential for the protection, restoration and preservation of endangered Puget Sound Salmon and Trout species). Redirect the stormwater via an above ground bio-swale filtering system to be discharged into the Padden Marsh located at Larrabee and 6th Street.

8. PRIVATE UTILITIES

A. ELECTRIC POWER:

PRESENT: Puget Sound Energy maintains old, out-of-date infrastructure, not geared for present or future increased use in Fairhaven’s commercial district. The system suffers with brownout and blackout conditions, resulting in loss of business, spoiled food, and extensive damage to 3-phase electrical equipment.

FCFG-10: Ensure that the electric power infrastructure is upgraded in line with the population/ building growth in Fairhaven.

FCFP-15: Require Puget Sound Energy to upgrade its power system infrastructure to acceptable, dependable standards, and provide timely response and adequate staff for emergency repair work.

FCFP-16: A plan should be incorporated to put all power and phone lines underground to enhance the safety as well as the ambiance of Fairhaven.

B. WIRELESS INTERNET NETWORK FOR COMMERCIAL DISTRICT

There is no wireless Internet network in Fairhaven.

FCFG-10: Foster the creation of a Commercial District wireless network, to provide an atmosphere of technology “at the fingertips” for business, parks, schools, library, cafes, and surrounding open space areas to enhance Fairhaven’s urban village concept.

C. FIBER OPTIC NETWORK

A fiber optic network is available in Fairhaven, but not accessible.

FCFG-11: Improve the accessibility to the existing fiber optic network in order to enhance the business and industrial areas of the Neighborhood.

9. OTHER FACILITIES

A. STREETSCAPES:

“Streetscape improvements, which are a more urban form of multipurpose trail, may be developed to link community facilities, public buildings, commercial buildings, and other major activity centers.” (2005 Park, Recreation, and Open Space Plan, Page 218)

In the 2005 Comprehensive Plan, the 1995 Comprehensive Plan Review found that a number of capital facility projects had not been completed. For Fairhaven: “Continuing investment in safe school routes by improving arterial pedestrian walkways.” (Page CF-67)

Road surfaces and sidewalks have exposed rebar and multiple uneven layers of surfaces, creating dangerous walking surfaces and unsightly roadways on many areas of Fairhaven Village.

The 2007 Fairhaven Neighborhood Questionnaire, mailed to over 1000 residents, landowners, tenants, and business owners, asked the following question:
“7. In general, how do you rate the condition of the streets, streetlights, and pedestrian facilities in the Fairhaven neighborhood and business area: Results:
Very Bad = 3% - Bad = 18% - Neither Good nor Bad = 31% - Good = 43% - Very Good = 5%”

FCFG-12: Complete a sensitive upgrade of Fairhaven streets in keeping with historic ambiance.

FCFP-17: Encourage brick or cobblestone design in central business district and extend look in residential areas, using porous paving systems to assist with stormwater infiltration where possible. Complete sidewalk upgrades for universal access to the business district.

FCFP-18: In what is called "Trail Blazing," improve and highlight the water connection between the Cruise Terminal, Waterfront, and the Business District along Harris Avenue with wide sidewalks, trees, and some brick crosswalks. Erect an arch across Harris with a message stating: "Welcome to Fairhaven." Consider using an old-time trolley to transport people along Harris Avenue, and loop around to perimeter parking areas.

FCFP-19: Improve the boat/dock/shoreline facilities/public access. This could even become a U.S. Point of Entry for boaters entering the U.S., especially with the Coast Guard Station/Border Patrol already in the area. Fairhaven could be similar to a smaller Friday Harbor. In the summer, boaters would be allowed to tie up for a limited time and visit the area.

B. PARKING FACILITIES

2005 Comprehensive Plan, Public Parking Facility Policies (Pages CF-105-105):

"CFP-67: Consider programs that provide incentives to use transportation alternatives to reduce downtown and urban village parking demand and make the most efficient use of available parking and ensure these programs are coordinated with other affected agencies/businesses."

"CFP-68: Provide an adequate mix of parking for employees, customers, residents, and visitors in the downtown and urban village areas while being sensitive to the impacts of parking policy on areas adjacent to downtown and urban villages."

"CFP-70: Consider a city-wide Parking System development plan which provides adequate resources (e.g. meters, surface lots and parking structures) to meet current needs and which provide sufficient resources in a timely manner to meet anticipated needs in downtown and urban villages."

"CFP-71: Consider a plan which identifies real property for future use as future parking sites or to trade for sites to meet existing and anticipated parking needs in downtown and urban villages."

"CFP-73: Encourage public participation in parking related decisions."

The commercial area has unregulated parking. Port and other parking areas lack oversight. Existing stress on parking in the business core is exacerbated by individuals who park to use area walking trails, and by unauthorized overnight and long-term parking. The present voluntary Parking District system seems limited in its

use and scope. As more mixed-use growth and infill occurs, present parking problems will increase in the business district, adding pressure to the residential areas for overflow parking.

Results from the 2007 Fairhaven Neighborhood Questionnaire of April 24, 2007, which was mailed to approximately 1000 residents and businesses, indicates the following concerns regarding traffic management and parking facilities:

“5. In general, how do you rate the quality of traffic management and parking facilities in the residential areas of Fairhaven?

Very Good = 4% - Good = 25% - Neither Good nor Bad = 39% - Bad = 24% - Very Bad = 8%”

“6. In general, how do you rate the quality of traffic management and parking facilities in the commercial core of historic Fairhaven?

Very Good = 1% - Good = 11% - Neither Good nor Bad = 24% - Bad = 39% - Very Bad = 25%”

FCFG-13: A comprehensive commercial and residential parking study should be undertaken by the City with the Fairhaven Neighborhood to address all of the issues outlined above. The study should: 1) consider the possibility of perimeter parking structures north, east, and south of the business district that encourage parking within easy walking distance of the commercial area, keeping traffic outside the congested area, 2) consider time-limited or metered parking on high-volume streets to facilitate business district traffic, 3) consider formation of a broader parking district to assist all businesses in the area, and 4) consider a pilot program that uses incentives to encourage use of WTA bus ridership for Village workers and residents, and possibly local shoppers.

C. RESOURCE CONSERVANCIES - HISTORICAL

“Resource properties may be protected that retain and preserve significant historical and cultural sites and facilities. To the extent possible and practical, historical sites and buildings will be linked with other parklands to create activity centers or facilities that reflect the original cultural use. To the extent possible and practical, historical buildings will be conserved on their original sites.” (2005 Park, Recreation and Open Space Plan, (page 167)

Following is the current list of declared historic buildings in the Fairhaven District: (2005 Park, Recreation, and Open Space Plan, (page 176):

1. Fairhaven Hotel - **1890** - located on the northeast corner of 12th and Harris; the 4-6 story structure was constructed to be the centerpiece of Fairhaven. The hotel fell into disrepair after the financial collapse of 1892, and was closed in 1922. A fire destroyed the building in 1953.

2. Sycamore Square (Mason Block) - **1891** - located on the northwest corner of 12th and McKenzie; the 3-story structure was constructed to house retail on the ground

floor and professional offices on the upper floor. Pacific Clothing Company's advertisement can still be seen on the building's corner.

3. Waldron Building - **1891** - located on the northwest corner of 12th and McKenzie; built during the boom and bust, only the first 2 floors were ever occupied.

4. Nelson Block - **1900** - located on the southeast corner of 11th and Harris; built during the second boom, the building housed a bank for over 30 years until it went bust during the Depression.

5. 1410 Building - **1890** - located at 1410 11th Street; the building was occupied by the Holland Liquor and Wine Wholesale Co., distributor of the celebrated whiskey "Belle of the Sound."

6. Terminal Building - **1888** - located on the northeast corner of 11th and Harris; is the oldest surviving commercial structure in Fairhaven. Since the repeal of prohibition, the building has been continuously occupied by a tavern.

7. Monahan Building - **1890** - located at 1209 11th Street; the building was built by TE Monahan to house his saloon, The Board of Trade.

8. Pythias Building - **1892** - located at 1204-1210 11th Street; the building served as the meeting hall for several secret societies including United Workman, Elks, American Yeomen, Rathbone Sisters, and the Woodsmen of America.

9. Morgan Block - **1890** - located at 1000 Harris Avenue, the building housed the old Morgan House Hotel on the upper floor and a saloon on the lower floor. Since the 1970s the building has been occupied by artists and craftspeople.

10. Bellingham Bay Hotel and the Jenkins-Boys Buildings - **1901-1903** - located on the northwest corner of 10th and Harris; the buildings were built to replace several wooden structures. The buildings housed a hotel, saloon, and restaurant.

11.) Fairhaven Carnegie Library - **1904** - located at 1117 12th Street; built to provide a place "for men to spend their evenings besides the saloons" by the Andrew Carnegie trust. Mark Twain was a guest-reader.

The 2007 Fairhaven Neighborhood Questionnaire, mailed to over 1000 residents, landowners, tenants, and business owners, asked the question:

"17. Do you agree or disagree that current city practices and policies and municipal codes adequately protect neighborhood character in Bellingham? Results: Half of respondents (53%) said that current city practices do not adequately protect neighborhood character: Strongly agree =1% - Agree = 18% - Neutral = 28%- Disagree = 34%- Strongly Disagree = 19%"

FCFG-14: The historic character of Fairhaven should be protected and preserved.

FCFP-20: All of the structures in this section should be included in the City's official Historic Preservation Register.

FCFP-21: A Design Review District Board should be created to review all new and renovation project proposals located in the business and residential areas of Fairhaven. It is recommended that the Design Review Code for Fairhaven be reviewed and rewritten to provide clear direction to those wishing to improve existing structures and/or design new structures.

FCFP-22: A Fairhaven Museum, which would gather and display still-existing artifacts from Fairhaven's historic past, should be planned.

FCFP-23: A public education program for the Fairhaven Historic District should be created, and materials for self-guided visitor tours of the District could be considered for distribution, as a means to highlight the reason for the District's existence, and to honor these last vestiges of Fairhaven's exciting history.

10. REFERENCES

- A. CITY OF BELLINGHAM, GIS UTILITY MAP, WATER, FEBRUARY 27, 2007
- B. CITY OF BELLINGHAM, GIS UTILITY MAP, SEWER, FEBRUARY 27, 2007
- C. CITY OF BELLINGHAM, GIS UTILITY MPA, STORMWATER, FEBRUARY 27, 2007
- D. PARTNERSHIP FOR WATER CONSERVATION, DOMESTIC WATER USAGE, 2007
- E. FAIRHAVEN NEIGHBORS QUESTIONNAIRE RESULTS, 2007
- F. THE 2005 CITY OF BELLINGHAM COMPREHENSIVE PLAN
- G. FAIRHAVEN NEIGHBORHOOD PLAN, 1980
- H. AGREEMENT BETWEEN FAIRHAVEN NEIGHBORS, INC. AND THE CITY OF BELLINGHAM, NOVEMBER 7, 1988
- I. SECOND AGREEMENT BETWEEN FAIRHAVEN NEIGHBORS, INC., AND THE CITY OF BELLINGHAM, AUGUST 22, 1994
- J. AGREEMENT, JANUARY 10, 1989, BY AND BETWEEN CONCERNED SOUTHSIDE CITIZENS, THE PORT OF BELLINGHAM AND THE CITY OF BELLINGHAM, RECORDED 6/12/89, AUDITORS #1640153
- K. 2005 PARK, RECREATION AND OPEN SPACE PLAN, CITY OF BELLINGHAM.
- L. PUBLIC MEETING COMMENTS ON THE FAIRHAVEN NEIGHBORHOOD PLAN UPDATE, NOVEMBER 7, 2007
- M. DETAILED LIS OF BEST AVAILABLE SCIENCE FOR PADDEN CREEK ESTUARY AND LAGOOD, IN NATURAL ENVIRONMENT SECTION

Private Vehicular Movement and Parking, Public Transit, Pedestrian and Bicycle Access, Water Transportation

Fairhaven is a walking-oriented and bicycling neighborhood, with heavy pedestrian use in and around the residential and business districts; it contains a regional hospitality district providing transportation terminals, accommodations and commercial and service venues.

Walking is highly encouraged by residents and merchants alike. In close proximity to the business district are a park, a waterfront, industry, walking trails, a branch library, elementary and secondary schools, and Western Washington University intersecting in a very small geographical area with high-volume transit. Vehicles from State Street, Old Fairhaven Parkway, and Chuckanut Drive converge at some point along Harris Avenue with local and regional buses, industrial tractor trailers, port-related business and service vehicles, trailered boats, and ferry traffic.

Growing problems with increased vehicle speeds in excess of the marked speed limits are observed, particularly on the arterial from the intersection of 12th Street and Donovan Avenue to the intersection of 10th Street and Harris Avenue. 11th Street, between Knox and Mill, also has high speed traffic from southbound automobiles entering Fairhaven. Pedestrians are at great risk from inattentive drivers not observing traffic laws, even when walking in marked street crossings.

The WTA goal is absorption of 5% of automobile use. All features to promote integration of pedestrian experience with transit use should be encouraged.

Important opportunities for water transportation and recreation exist in Fairhaven. These opportunities include the public boat launch, the small boat center, and the Bellingham Cruise Terminal. These assets should be retained and cultivated to increase possibilities for expanded marine transit.

Very little has been done with related infrastructure to acknowledge the rapid growth that Fairhaven has witnessed since the turn of the century.

FTV(Fairhaven Transportation Vision)-1: Update relative infrastructure in Fairhaven to encourage a pedestrian and bicycle-friendly atmosphere.

FTV-2: Address traffic and parking challenges in Fairhaven that have evolved through rapid growth in the neighborhood since 2000.

FTG(Fairhaven Transportation Goal)-1: The Fairhaven Neighborhood has high pedestrian, bike, and traffic use, and, in the interest of the public safety, requires an increased police presence, and oversight and enforcement of vehicle, pedestrian, and bike regulations.

1. PEDESTRIAN AND BICYCLING ACCESS

A. TRAILS:

FTG-2: Upgrade the Fairhaven trail system.

FTP (Fairhaven Transportation Policy)-1: Add links to complete the Southside trail system. These include: a connection between the Taylor Avenue Dock and the South Bay Trail at Douglas Avenue; a trail from that point running down to the Bay and then along the shoreline to Marine Park, with a branch along the east side of the Padden Lagoon to meet the trail that runs along Padden Creek to the Off-leash Dog Park; and a trail directly connecting the Fairhaven Village Green and the Bay. Existing Trails should be preserved.

B. SIGNAGE:

FTG-3: Provide up-to-date signage for Fairhaven's transportation system.

FTP-2: The intersections of all trails with neighborhood streets and arterials should be marked with appropriate signage and maps showing where they lead.

FTP-3: "Transit-to-trail" signs should be provided at all WTA stops.

FTP-4: Bus stops should be created at all trail crossings and properly marked with signs, schedules, and maps.

FTP-5: Signs welcoming walkers, bikers, and motorists should be posted at neighborhood entry points. Design of signs should be appropriate for the function and location.

FTP-6: Street surface signs should be considered in the neighborhood core to promote safety and harmony among pedestrians, bicycles, and motorized vehicles.

C. SIDEWALKS, CROSSWALKS, AND RAILROAD CROSSINGS:

FTG-4: Update accessibility and safety of sidewalks, crosswalks and railroad crossings in Fairhaven.

FTP-7: Sections of sidewalk should be added to fill in existing gaps. This includes: the west side of 10th Street between Taylor and Douglas Avenues; the west side of 11th Street between Douglas and Mill Avenues; the west side of Finnegan between Knox and Mill; the south side of Harris Avenue between 9th Street and the BNSF crossing; and the west side of Chuckanut Drive between Cowgill and Fairhaven Streets.

FTP-8: Traffic control devices should be installed at all trail-street intersections.

FTP-9: New sidewalks in the core of Fairhaven should be twelve feet wide rather than five feet.

FTP-10: Commercial sidewalk obstructions should be minimized to recognize pedestrian priority. Opportunities for increased accessibility should be promoted. An accessible Harris Avenue entrance to the Village Green, mid-block between 10th and 11th Streets, is desirable.

FTP-11: The feasibility of a Pedestrian Mall should be explored on 11th Street between Mill and Harris Avenues and between Harris and McKenzie Avenues. Issues needing to be addressed prior to establishment of Pedestrian Malls include replacement of displaced parking and method of delivery to fronting establishments. An experimental period should precede permanent implementation.

FTP-11 Alternate: A Pedestrian Mall is not feasible. The 1994 Fairhaven Parking District utilized these streets to provide required parking for the commercial enterprise in this area. (Transportation Chapter Supplement: 1994 Fairhaven Parking District).

FTP-12: Crosswalks, including raised crosswalks ("speed tables"), should be created at all intersections between neighborhood streets and arterials and at all trail crossings. The corridor connecting 11th Street, Finnegan Way, 12th Street and Chuckanut Drive should include prominent, possibly raised crosswalks at Douglas and Knox Avenues. Existing crosswalks in the corridor also should be made more prominent. An illuminated pedestrian island between traffic lanes in this corridor also may be a possibility. Urban Village functionality (reduced traffic, increased pedestrian activity) suggests maximization of opportunity for pedestrian flexibility. McKenzie at 10th, 11th, and 12th are places appropriate for prominent, possibly raised crosswalks. Crosswalks created with alternate materials and crosswalks with embedded flash may be appropriate in various places, including the compound curve that connects Donovan Avenue and 10th Street in the Fairhaven Parkway Extension. Crosswalks should be placed in Harris Avenue at 8th and 6th Streets and in 6th and 4th Streets at Larrabee Trail. The City and WTA should collaborate on creating marked crosswalks at all bus stops.

FTP-13: The intersection at Hawthorn, 12th Street, and Chuckanut Drive should be redesigned with pedestrian safety foremost in mind. Existing design inadequately facilitates left-turn to Hawthorn from northbound Chuckanut Drive.

FTP-14: Traffic control devices (stop signs or signals) should be installed at all intersections near schools and along major walking routes.

FTP-15: The intersection at 12th Street and Larrabee Avenue should be better marked and illuminated. An island with a flashing caution sign should be installed in the middle of 12th Street at this intersection.

FTP-16: Improved illumination and traffic calming strategies are needed in the Finnegan -12th corridor from Knox to Fairhaven Parkway.

FTP-17: The railroad crossings at the foot of Harris Avenue and at the entrance to the Alaska Ferry Parking Lot should be redesigned for maximum pedestrian and vehicular safety.

FTP-18: A prominent, possibly raised crosswalk should be placed in the intersection of 10th Street and Mill Avenue, connecting Village Green with South Bay Trail. A high-security pedestrian crossing should be created at the foot of the proposed trail between the Fairhaven Village Green and the shoreline.

FTP-19: On days that the Farmer's Market at the Village Green is operational, recommend closing off Mill from 11th to 10th Street from 1:00 to 8:00 PM with barricades to allow for more pedestrian safety and easier access to the market.

FTP-19 Alternate: Do not promote closure of Mill during Farmer's Market. Disruptive to circulation and parking

D. BICYCLE LANES AND BICYCLE PARKING:

FTG-5: Update bicycle lanes and bicycle parking opportunities in Fairhaven.

FTP-20: Explore the feasibility of a bicycle bypass of the business core at 14th St. 14th Street parallels Fairhaven's eastern boundary and passes through South Hill, Happy Valley, and South neighborhoods, all adjacent to Fairhaven. Bicycle bypass could be indicated by signs at 12th and Mill, 14th and Mill, 14th and Fairhaven Parkway, and Chuckanut Drive entrance.

FTP-21: Explore the feasibility of an extension of the 14th Street trail connecting to Chuckanut for non-automotive pedestrian and bicycle use only.

FTP-22: Expand bicycle parking opportunities in the core business area. Options include: a centralized parking area within the Village Green and/or increased rack placement along sidewalks, integrated with sidewalk fixtures when possible. Long curblane racks, S-type racks, and curlicue racks located in grassblock portions of sidewalk encouraged.

FTP-23: With parallel parking preserved, stripe a bike lane on 12th between Old Fairhaven Parkway and Mill. Street surface signs indicating bike lane are necessary for heightened awareness in this area.

2. PRIVATE VEHICULAR MOVEMENT AND PARKING

FTG-6: Transform the current private vehicular movement and parking scheme in Fairhaven to one that: 1) takes into account the growth pattern of the past five years, 2) accommodates future growth and 3) facilitates pedestrian and bicycle movement.

A. NEIGHBORHOOD STREETS:

FTP-24: The narrow streets in Fairhaven's older residential area should not be widened or bordered with sidewalks in order to encourage more walking and bicycling and slower driving.

FTP-25: Consider a through-road, connecting 9th Street and Harris Avenue to 10th Street and Douglas Avenue, along the base of the bluff.

B. ARTERIAL STREETS:

FTP-26: The Donovan Avenue-10th Street-Harris Avenue connector from the Old Fairhaven Parkway to the Bellingham Cruise Terminal should retain the character of a neighborhood street.

FTP-27: Contemplate and promote replacement of 12th Street Bridge. A seismically up-to-date, two-lane design is most compatible with Fairhaven character. Design enhancing pedestrian and bicycle safety with possibilities for left turn to Hawthorn from northbound Chuckanut Drive should be encouraged.

FTP-28: Pocket turn lanes should be installed at selected intersections on Harris Avenue west of 10th Street.

FTP-29: The Boulevard Avenue-State Street-11th Street corridor should not be widened and traffic calming should be installed. This corridor should be resurfaced with asphalt paving to reduce traffic noise.

C. TRAFFIC CALMING:

FTP-30: Limit vehicular traffic in the core of Fairhaven to 20 mph.

FTP-31: Introduce traffic calming measures on all arterials and on heavily used neighborhood streets such as Cowgill Avenue and 4th and 6th Streets.

FTP-32: Advocate radar-camera enforcement of speed limits.

FTP-33: Pass an ordinance to make the Donovan Berm a permanent neighborhood feature. Design flexibility should permit creek daylighting at this location.

D. PARKING:

FTP-34: Post street signs for no overnight parking of vehicles on streets throughout Fairhaven in the following manner: posted 8-hour maximum parking along 4th Street, 6th Street, from Harris to Donovan Avenue; posted 8-hour maximum parking along Harris Avenue from 9th street to the Cruise Terminal, with the exception of overnight parking by permit for residents or by special permit.

FTP-35: Overflow of commercial parking should be discouraged in residential areas. Limit daytime parking on neighborhood streets to local residents by the use of windshield stickers. Explore the establishments of Residential Parking Zones (RPZs) funded by major beneficiaries.

FTP-36: Eliminate parking on 4th Street by users of the off-leash dog area. Establish alternate parking for off-leash area park visitors, possibly with treatment plant parking.

FTP-37: Parking areas at local schools should not be expanded.

3. Fairhaven Parking District

FTP-38: Review the purpose and function of the Fairhaven Parking District in light of current and projected parking demand. BMC 20.12.010 – PARKING provides for waiver of parking requirements “when consistent with an area-wide parking plan and/or district which has been instituted together with a mechanism for providing required parking for the area or district. . . This provision is intended to allow on-street parking and off-site parking to meet parking requirements in those areas.” Data measuring existing parking supply and existing available commercial square footage in District should be compiled to determine compliance of District with BMC parking requirements. Parking District is closed to latecomers. (Transportation Chapter Supplement: 1994 Fairhaven Parking District).

4. Public Parking

FTP-39: Explore possibility of establishing zoned areas of limited parking duration in village core with city enforcement.

FTP-40: Explore possibility of establishing satellite lots with frequent WTA service along Harris Avenue.

FTP-41: Explore the development of public parking on sites such as the present surface lots behind Stanello’s Restaurant and in front of the Fairhaven Market and on the Port-owned property below the bluff at the foot of Mill Avenue, the latter to be accessed from 9th Street and Harris Avenue. Location of parking sites will influence vehicle circulation.

FTP-42: Explore all possibilities for development of a parking structure close to commercial core. Financing possibilities include installation of a mechanism for paid parking in area or LID on area properties. Shrinking land supply complicates garage placement. Possible peripheral garage locations include the bluff immediately northwest of 10th and Mill, the temporary parking area north of Mill Avenue between 10th Street and 11th Street, property east of 12th Street between Mill and Harris Avenues, and the Hagen property east of 13th, behind the supermarket, and the northeast corner of 13th and Harris. A parking structure placed northwest of Mill Avenue and 10th Street should not have elevation above grade of 10th Street or Interurban Trail. Consider Performing Arts Center above parking structure if location is suitable.

3. MASS TRANSIT

A. WTA:

FTP-43: Schedule and route literature should be available from dispensers in core.

FTP-44: Work toward scheduling 15-minute bus service between the center of Fairhaven and the other four Southside neighborhoods.

FTP-45: Schedule seasonal frequent bus service between the BNSF/Greyhound Station and the WWU campus during peak periods, e.g., before and after school terms and vacations.

FTP-46: Five-minute bus or trolley service should be established on Harris Avenue between Fairhaven Village Green and the Multi-modal Transportation Center.

B. MULTIMODAL TRANSPORTATION CENTER:

FTP-47: Expand outside sheltered passenger waiting at the BNSF/Greyhound Station to accommodate peak demands.

4. WATER TRANSPORTATION

FTP-48: Provision for short-term visitor moorage is encouraged. Visitor moorage may be achieved with installation of appropriate docks adjacent to Port property. Integration with existing pedestrian pier is also possible.

FTP-49: Support expanded marine transportation opportunities including passenger ferries to and from Squalicum Harbor, the New Whatcom waterfront, the San Juan Islands, Victoria, BC, and other Puget Sound destinations.

FTP-50: Discourage jet-ski launching from Fairhaven and discourage jet-ski recreation in the area.

5. IMPLEMENTATION STRATEGIES:

- A. Bicycle improvements are viable subjects for grant funding. Cultivation of relationships with appropriate entities (i.e. Public Works Department, Parking Commission, Planning Commission) is necessary to guide city actions.
- B. Encourage area traffic and parking study, monitor traffic and parking counts.
- C. Track annual updates of City of Bellingham 6-year Traffic Improvement Plan.

6. REFERENCES

- A. CITY OF BELLINGHAM RESOLUTION 17-94, DTD 9 MAY 1994
- B. CITY OF BELLINGHAM AND FAIRHAVEN VILLAGE ASSOCIATION PARKING IMPROVEMENT AGREEMENT, DTD 18 OCTOBER 1994

Economic Development

HISTORICAL PERSPECTIVE:

Within a decade of its founding in 1883 Fairhaven incorporated as a city of more than 5,000 residents covering 7.2 square miles. In 1904 it merged with New Whatcom to form the City of Bellingham. Today Fairhaven has a population of approximately 925 (1,175 when permitted projects are completed and fully occupied) in an area of .3 square miles (about 192 acres). This population is spread between 139 single-family units housing 340 people and 372 multi-family units housing 585 people. Most of the multi-family units are found in apartment and condominium structures built in the past four years, enabling Fairhaven to meet its 2020 population growth goals. In earlier years, Fairhaven was home to major industrial enterprises in salmon canning, lumber milling, log exporting, and ship and boat building. While Fairhaven is today one of Bellingham's smaller neighborhoods, it is the most diverse economically, having a reduced, marine-related and light manufacturing industrial base, largely located on property managed by the Port of Bellingham, and a recently expanded, multi-family housing and visitor-oriented retail overlay located in its core. During its history, Fairhaven has been the scene of several "boom and bust" economic cycles, all market-driven. The current challenge is to formulate and implement plans for balanced economic development that will maximize value for all of Fairhaven's citizens in terms of per capita income, property values, business profits, and tax revenues.

ECONOMIC ASSETS:

- Fairhaven is endowed with a unique sense of place derived from a natural location offering views of and access to wooded areas and the shoreline of Harris Bay and a built environment with a turn-of-the-20th century character, having a warm texture and an intimate scale.
- Fairhaven also enjoys a special sense of community with cordial shopping and dining experiences and singular events in public spaces. These elements combine to give Fairhaven a "feels good" atmosphere and to make it a very desirable place to live, work, visit and conduct business.
- Fairhaven contains a successful mix of marine, industrial, and commercial businesses, including one-of-a-kind shops and services that cater to the residents of adjacent neighborhoods, the wider City Bellingham-Whatcom County community and visitors from more distant areas.
- Fairhaven houses the Bellingham Cruise Terminal and the Bellingham Transportation Center, offering Amtrak, Alaska Ferry, local ferry, Greyhound and local bus services. Fairhaven has groups of concerned stakeholders

(residents and owners of homes, businesses, and commercial properties) that are facing the challenge of working together to better ensure its success.

ECONOMIC CONSTRAINTS:

- While the center of Fairhaven is only two and one half miles and two traffic lights from Interstate 5, the volume of traffic on the connecting truck route is severely restricted by the narrow and winding local streets through which commercial traffic must pass at its western end (Donovan Avenue, 10th Street, and Harris Avenue). This limitation can only be overcome at great expense in terms of neighborhood disruption and the outlay of public funds. Consequently, the potential for expansion of businesses dependent on over-the-road transportation to receive supplies and ship products is necessarily limited.
- While Harris Bay provides a sheltered anchorage from the prevailing southwest winds, it is only deep enough to accommodate vessels of moderate size west of 4th Street. Due to the siltation at the mouth of Padden Creek, which is exacerbated by the railroad trestle and the presence of shallower water and extensive eelgrass beds, the shoreline to the northeast is not conducive to water-dependent uses. In addition, the water quality in Padden Creek, Padden Creek Estuary, Padden Creek Lagoon and in Harris Bay is seriously degraded by the free flow of untreated stormwater from the City of Bellingham Harris Street conduit and the catchment basins on the 37 acres of waterfront and near-waterfront property owned and/or managed by the Port of Bellingham.
- Because Fairhaven lacks the land area necessary to house a population large enough to fully support the business in its commercial core, it is heavily dependent on visitors who rely on private transportation. Dramatic growth in the past four years has overtaxed Fairhaven's parking supply. Expanding surface parking is prohibitively expensive in terms of land use and structured parking is prohibitively expensive in terms of cost and fears for personal safety. While the frequency of public transportation between Fairhaven and Downtown Bellingham has been greatly improved in the past two years, connections with adjacent neighborhoods have not. Frequent bus service circling through the South Hill, Happy Valley, South, and Edgemoor Neighborhoods with Fairhaven as a hub would greatly assist the 14,660 residents of the five Southside neighborhoods in taking daily advantage of Fairhaven's many resources.
- The recent dramatic increase of Fairhaven land values has made the attraction of new light manufacturing operations and the construction of new single-family houses problematic. The attraction of commercial firms with

professional level employment opportunities and provision of more moderate-priced homes in other Southside neighborhoods are essential.

FEDV (Fairhaven Economic Development Vision)-1: The Fairhaven commercial district is the heart of a thriving urban village that serves all the south side neighborhoods.

FEDV-2: Fairhaven is a place for people to live, work, and play in comfort and close proximity.

FEDG (Fairhaven Economic Development Goal)-1: Fulfill Fairhaven's role as a model of urban village development for other Bellingham neighborhoods.

FEDP (Fairhaven Economic Development Policy)-1: Involve all Southside neighborhoods, the Fairhaven business sector, the City of Bellingham and the Port of Bellingham in collaborative efforts to implement the urban village concept.

FEDP-2: Encourage the City of Bellingham to initiate a dialog among neighborhood representatives and professional staff and outside experts for formulating and implementing a City-wide economic development plan that recognizes neighborhood differences and aspirations.

FEDP-3: Encourage the City of Bellingham to give economic development much greater emphasis by adding an economic development component to the City Council's Planning and Development Committee, and/or by assigning specific responsibility for economic development planning to one of the senior staff members in the Planning and Community Development Department and/or by engaging a full-time Economic Development Coordinator for the City.

FEDG-2: Enhance Fairhaven's economic viability in terms of the quality of life of its residents, the success of its businesses and the generation of tax revenue for the City of Bellingham.

FEDP-4: Support the efforts of the Old Fairhaven Association to formulate and implement an ongoing, comprehensive marketing program for Fairhaven.

FEDP-5: Urge the Port of Bellingham to provide separate launching areas in Fairhaven for hand launched boats and trailerable power boats; to provide mooring, docking, and fueling facilities for larger private boats on Fairhaven's waterfront; and to consider installing a breakwater to protect boats using Harris Bay from northwest winds.

FEDP-6: Explore and support creative tax policies, e.g., homestead freeze program, rewards for long-term business and residential ownership, and Local Improvement Districts (LIDs).

FEDP-7: Advocate the allocation of Fairhaven’s municipal tax revenues to more adequately support the neighborhood’s capital improvement and public service needs.

FEDG-3: Preserve Fairhaven’s distinctive social, historical and architectural character, maintaining a healthy balance among Fairhaven’s residential, industrial, commercial and retail sectors as the neighborhood grows and changes.

FEDP-8: Urge the City of Bellingham to develop land use codes supportive of historic preservation/rehabilitation and to consistently utilize design review to enforce them in order to expand commercial activity, create jobs, attract visitors and protect/increase property values

FEDP-9: Support and attract unique, innovative, promising businesses that demonstrate commitment to building community, to stewardship of the environment and to exemplary customer service and employee relations. These businesses shall complement the context, character and values of Fairhaven, provide its basic needs (such as employment, food, clothing, hardware, personal services, etc.), and will enhance its standard of living.

FEDP-10: Assure that legitimate industrial uses are not forced to commercialize.

FEDG-4: Acknowledge the important role that “anchor” firms play in each business sector and fully support these enterprises.

FEDP-11: Encourage the Port of Bellingham to support Fairhaven Shipyard’s expansion by addition of a longer dry dock.

FEDP-12: Encourage the Port of Bellingham to provide All American Marine with a practical, proprietary launching access to Harris Bay.

FEDP-13: Encourage the City of Bellingham and the Port of Bellingham to offer incentives to keep Aluminum Chambered Boats in the Fairhaven Marine Industrial Park.

HOUSING

FHV (Fairhaven Housing Vision)-1: Support regulations that encourage innovative housing and mixtures of housing types that honor the historic architectural tradition of Fairhaven and respects the natural environment.

FHG (Fairhaven Housing Goal)-1: Maintain the demographic base needed to support neighborhood K-8 schools.

FHG-2: Support the ability of residents and property owners to control the basic aspects of their respective areas to retain the desired neighborhood character.

FHG-3: Provide a balanced mix of housing that reflects a broad range of income levels.

FHP (Fairhaven Housing Policy) -1: Employ mixed-use designs to infill vacant and/or underdeveloped lots in the Fairhaven neighborhood.

FHP-2: Maximize infill opportunities in adjacent neighborhoods to provide a full spectrum of housing types and price levels to implement the urban village concept.

FHP-3: Participate in planned growth housing plans to ensure the broadest spectrum of housing options, e.g., Kulshan Community Land Trust projects.

FHP-4: Work toward the creation of an open and transparent public forum in which representatives of all Southside interests may work together to identify and address common housing goals and seek the resolution of differences.

Land Use

OVERVIEW:

Fairhaven has been designated in Bellingham's Comprehensive Plan as a District Urban Center, "designed to serve the entire community while remaining accessible to those living or working nearby" and "expected to accommodate significant additional residential and mixed use development." As an "urban village" Fairhaven already has a variety of land uses. Perhaps more than any other neighborhood in the City, it has a high concentration of residential, commercial, and industrial properties in close proximity. A combination of quiet residential, more urban residential, commercial and industrial areas make this a full-spectrum neighborhood. Carefully planned growth is essential to maintaining the quality of life in these varied areas.

Our challenge is to address the diverse needs of differing interests in a way that preserves the goals of Fairhaven as a prosperous, livable community with a unique character and maintains ongoing stewardship of its natural resources. That unique character includes land that slopes from the uplands downward west to the water with a marked elevation differential defined by the shoreline bluff, a slope from southern highlands north to the water, a 1900-era historical business core, a working waterfront, common views of Bellingham Bay and Lummi and San Juan islands, and ready access to the wooded trails of the Padden Creek corridor.

Although numerous significant buildings from the past are now gone, Fairhaven is fortunate to retain fourteen recognized historic buildings from around the turn of the 19th century, during a time of relative prosperity for Fairhaven. The tallest existing historic buildings in Fairhaven are 54 feet above sidewalk grade, and the average height of the existing historic buildings is 37 feet above grade. The now-gone Fairhaven Hotel at the northeast corner of 12th and Harris was a five-story building approximately 60 feet tall, with an ornamental tower extending upwards to nearly 100 feet above grade.

Among the existing historic buildings are the old Mason Block (1200-1206 Harris Ave., now named Sycamore Square), the Waldron Block (1308-1314 12th Street), the Nelson Block (1100-1102 Harris Ave.), the Terminal Building (1101-1103 Harris), the Monahan Building (1209 11th Street), Knights of Pythias and Masonic Hall building (1208-1210 11th Street), the Morgan Block (1000-1002 Harris Ave.), and the Carnegie Library (1105 12th Street, now the Fairhaven branch library).

Rapid growth in the period 2003 through 2007 has shaped much of the commercial area of Fairhaven and the area has already met projected infill goals for the next twenty years set in the Comprehensive Plan. This allows us the luxury of working toward a high-quality, consciously created community. Residents, commercial owners, and commercial property owners have worked together in creating this section of the plan.

SPECIAL NOTE:

In terms of area, Fairhaven is currently one of Bellingham's smaller neighborhoods. As originally platted it was somewhat bigger and as a City it was considerably bigger. Since Fairhaven is recognized as Bellingham's premier urban village and since it has met the 2020 population growth projections, we recommend the City work with the neighborhood associations in the five southside neighborhoods (Edgemoor, Fairhaven, Happy Valley, South, and South Hill) to develop an urban village overlay for the area. This overlay could be used to facilitate the creation of strategic linkages, such as sidewalk and/or pedestrian-bicycle paths along 10th Street in the South Hill Neighborhood between the northern end of the South Bay Trail and the Taylor Avenue Dock. The overlay could be used to plan future infill and intra-neighborhood transportation routes, and address issues that impact all the neighborhoods.

FLUV (Fairhaven Land Use Vision)-1: Preserve and enhance the unique character and livability of the Fairhaven neighborhood.

GENERAL GOALS:

FLUG-1:(Fairhaven Land Use Goal) The Design Review process and guidelines for Fairhaven should be refined and clarified. Such guidelines should include multi-criteria assessment. The current (2007) designation of core, influence, and approach areas should be re-assessed based on the expansion of the business district.

The character and appeal of Fairhaven Business District is built around its historical buildings. In order to maintain that historical flavor and the economic and community health which result from it, a Design Review District has been in place within the historic center and those areas surrounding it. Height, bulk, and design elements have been limited in order to "enhance, extend, and preserve the historic look and feel of Fairhaven by encouraging development that mimics or is similar to the existing buildings of historic significance." The historic character includes not only specific buildings within the district but the waterfront setting and hillside site of Fairhaven. Given the infill and new development that has occurred in 2003 to 2007, and the expectations of continued development, it is important to continue the Design Review District and extend additional regulatory and procedural requirements to the influence and approach areas. The purpose continues to be that expressed in the Purpose of the Fairhaven Design Review-City of Bellingham Municipal Code with the addition of maintaining a pedestrian emphasis, human scale, protection of natural habitat, and the preservation of the hillside flow from 12th to the waterfront.

FLUG-2: Mixed-used development should be encouraged in the commercial areas of Fairhaven, with commercial uses on the ground level and residences and office uses on upper stories.

FLUG-3: Existing historic buildings and structures should be preserved, and new buildings should follow the architectural scale and style of existing historic buildings.

FLUG-4: The pedestrian-friendly character of the Fairhaven commercial district should be supported by the provision of below-ground parking in new developments, and built parking structures on the periphery of the commercial core area.

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.

BASIC POLICIES FOR LAND USE IN FAIRHAVEN URBAN VILLAGE:(Applies to all areas except public & residential 6 & 7.)

FLUP (Fairhaven Land Use Policy)-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) 6th 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 12th 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.

FLUP-9: Establish a working partnership between the neighborhood and the Port of Bellingham to sustain industrial activity on Port owned properties.

LAND USE AREAS

AREAS 1, 1A and 1B –

These areas are primarily industrial-zoned properties situated around the Fairhaven Harbor and Padden Lagoon and owned and/or managed by the Port of Bellingham. The Port is in the process of updating its Scheme for Fairhaven Harbor Improvements and is actively cooperating with Fairhaven Neighbors in updating the neighborhood plan for these areas. Primary concerns for the area are stormwater management, preservation of marine habitats, public access to the waterfront, and view protection. Any potential interference with upland residential views from large-scale development in this area should be evaluated. A legal agreement with Fairhaven Neighbors impacts these areas.

FLUG-7: Encourage a healthy and thriving marine industrial and light industrial presence in Fairhaven.

FLUP-10: Establish a working partnership between the Neighborhood and the Port of Bellingham to sustain industrial activity on Port owned properties.

FLUP-11: All development within the areas should be ruled by the State of Washington Shoreline Master Program, the City of Bellingham's Shoreline Master Program and Restoration Plan and Critical Areas Ordinance, and other state or local laws that apply and match the best science for protection of the shoreline and Padden Creek and its estuary.

AREA 1 - This area, located north of Harris Avenue on both sides of the Padden Lagoon, incorporates the Fairhaven Marine Industrial Park and Bellingham's multi-modal Transportation Center, Fairhaven Station, serviced by Amtrak train, Greyhound Bus Lines, and Whatcom Transportation Authority bus. There is parking for the public boat launch (located in Area 1B) on the eastern side of the lagoon and marine industrial areas on the western side. The southern side of the industrial park is bordered by the City-maintained South Bay Trail. Several commercial businesses are also located within the Transportation Center and Port-owned facilities along Harris Avenue.

All uses along the shoreline are subject to the Shoreline Regulations.

Marine and Transportation Center-related industrial and commercial uses should be maintained in the western segment of this area. The current (2007) 2-story building level should be maintained along Harris in this western segment for visual access to the Bay.

The portion of Area 1 east of Padden Lagoon should maintain priority for water-related industrial uses and the provision of non-retail jobs. This area is not currently viable for marine industrial use due to the presence of eelgrass and low water depth. Non-water related commercial uses could be considered for sites fronting Harris Avenue.

This area plays an important role in the connection of the uphill business district and surrounding residential areas with the water. The distinction between the uplands and the tideland areas should be maintained and enhanced to foster the experience of moving between the two levels and to maintain visual connection to and from the Bay. New construction should follow the slope of the land.

FLUP-12: There should be consultation with scientific experts to establish an appropriate buffer for the protection of the Padden Creek ecosystem. Setbacks for new development or redevelopment need to be sufficient for creating marked improvement of water quality due to non-point pollution and near-shore habitat value for this important pocket estuary. There should be at least a 100-foot setback around the lagoon. There should also be mitigation for extensive water quality problems associated with the existing stormwater drain system maintained by the City and the Port

FLUP-13: Encourage the construction of a greenway all around Padden Lagoon, as well as pedestrian access and greenways all along the waterfront.

FLUP-14: Promote creation or expansion of public parks and public meeting space in this area.

FLUP-15: Ensure that one or more visual corridors be designated through any new development to the north/northeast of the area and fanned toward the water.

FLUP-16: Explore, in conjunction with the South Hill Neighborhood Association, the feasibility of creating a new waterfront park south of Douglas Avenue with direct pedestrian access from the Fairhaven Village Green as recommended by the Waterfront Futures Group. (Note: Such a park would currently (2007) be outside the current FH Neighborhood boundary.)

FLUP-17: Explore, in conjunction with the South Hill Neighborhood Association, the possibility of moving at least a section of the northern boundary of the Fairhaven Neighborhood from Knox Avenue to Douglas Avenue in order to include all of the Fairhaven Marine Industrial Park property within one neighborhood.

FLUP-18: A parking facility in the east side of Area 1 with entry on 9th Street and exiting north on Douglas should be explored subject to a traffic study and input from the Old Fairhaven Association and the South Hill Neighborhood Association. (A green roof or other innovative approach could be used to extend the public Village Green.)

AREA 1 LAND USE DESIGNATION: Industrial

FLUP-19: Encourage a rezone change of Area 1 to: Planned Water-Related Light Industrial use with non-residential use with Shoreline and Design Review.

AREA 1A: This area, located at the southwest intersection of Harris Avenue and 4th Street, includes a mix of marine and light industrial uses with buildings with a historical industrial flavor that balance the uphill commercial areas of Fairhaven. The portion of this area south of McKenzie Avenue that has been purchased by the City for future expansion of the Water Treatment Plant should be shifted to Area 10 if it is developed for that use. Until such time, this portion of the area should be maintained and promoted for light industrial use. The marine designation of this area could be removed; planned light industrial designation should remain with current special conditions to ensure that issues such as mixed-use compatibility, traffic, access, view, buffers, setbacks, signage, prohibited uses, and 35' height limit for light industrial and commercial use in this area are addressed. All development should comply with regional air quality and state noise standards. All new development should be compatible with the character of the Fairhaven neighborhood and/or the transportation and waterfront area. Provisions for safe pedestrian access to this area both within the site and along Harris Avenue crossing the railroad tracks should be maintained. The pedestrian trail along the west side of 4th Street should be maintained with appropriate buffers along the Larrabee Avenue to McKenzie Avenue segment.

FLUP-20: Enhanced pedestrian connection to Marine Park should be established.

AREA 1A LAND USE DESIGNATION: Industrial

FLUP-21: Encourage a rezone change of Area 1A to Planned Light Industrial with special conditions.

AREA 1B: This area, northwest of the Burlington Northern railroad tracks and fronting Bellingham Bay on the north and Marine Park on the south, consists of marine industrial uses including the Bellingham Cruise Terminal, the Fairhaven Shipyard, a dry dock, a Shipyard Fabrication Building, Arrowac Fisheries, and PO warehouse #4 as well as the Bellingham Bay Community Boating Center and a public boat launch.. The area should remain reserved for marine-related industrial uses, taking advantage of the deep water port. Commercial uses should be subject to the procedures and safeguards of the City's "planned designation." The area should remain a marine industrial area with current special regulations to address, at a minimum, shoreline, compatibility, height, view, mitigation of noise, odor, and lighting, pedestrian access, and design review.

FLUP-22: To improve waterfront accessibility, maintenance of a public boat launch should be maintained. The continuation of Bellingham Bay Community Boating Center or a similar boating center should also be encouraged.

AREA 1B LAND USE DESIGNATION: Industrial

FLUP-23: Encourage a rezone change of Area 1B to Planned Marine Industrial with special conditions.

AREA 2: (Combining previous areas 2B into 2A, retaining development restrictions of 2A) This area contains the core of the Fairhaven Business District, including the Historic District. (The only difference between the separate former areas had to do with the new construction of apartments/hotels. Given the current build-out of the areas, that distinction no longer seems relevant.) A growth of condominiums is forming a new residential area in this Fairhaven center, with a focus on easy access to services and amenities, pedestrian access, and a more urban, but still relaxed, lifestyle.

Of primary importance in this area is maintaining the historic character/style, pedestrian friendly atmosphere, and view corridors toward the bay and islands. Historic preservation requirements apply to the sixteen historic buildings and the Historic District. Mixed uses specifically permitted in this area include and are limited to apartments, hotels and non-commercial parking lots according to a parking plan approved by the City Council. Warehousing is no longer appropriate. In order to promote a compact commercial core, encourage streetscape development, protect the Historic District and Fairhaven character and views, special development restrictions and options are applicable according to design review standards. (See **FLUP-4&5.**)

Parking areas should generally not be permitted between the building and street in order to maintain a pedestrian friendly streetscape. Where such parking has been in place and is necessary to the nature of the business, an exception could be made with no increase in size of parking area and mitigation such as buffering.

FLUP-24: Discussions with the Happy Valley Neighborhood Association should be initiated to address the issue of moving the eastern boundary of the Fairhaven neighborhood between Larrabee and McKenzie from its current location through the middle of the block between 13th & 14th Streets to the centerline of 14th Street, to provide a more logical boundary for administration and development. The new area could be included in area 2 and zoned accordingly.

AREA 2 (formerly AREA 2A and 2B) LAND USE DESIGNATION: Commercial.

FLUP-25: Encourage a rezone change of Area 2 to Commercial, Neighborhood, mixed uses with design review, view, height, and parking restrictions. A special covenant applies to facilities NW of Mill & 10th.

AREA 2C: This area is approximately .6 acre located within the center of the Fairhaven Business District at 10th & Mill, known as the Village Green. It is managed by the Bellingham Parks Department and is used for community gatherings and events. This central space is important for fostering a sense of community and occasional higher levels of noise and crowds should be allowed. This area is significant for the community and should be cherished and maintained. If Areas 2A and 2B are combined, then this would become Area 2B.

AREA 2C LAND USE DESIGNATION: Public.

AREA 3: This is primarily a single residential area zoned residential multi. While the east side of Finnegan Way is logically a multi-residential area, residents should be polled to determine a desire to zone single residential for the rest of the area. There is proximity to the 2A area and development in this area should be sympathetic to existing historic buildings. Special conditions regarding view should be in place.

AREA 3 LAND USE DESIGNATION: Multifamily Residential, High Density

FLUP-26: Support rezoning of this area to single residential if residents/landowners desire it.

AREA 4: This area is bounded by Harris Avenue, 4th 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**).

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.

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 6th Street as a residential access road with commercial traffic confined to Harris Avenue and 10th Street. Building setbacks from 6th would be appropriate to widen the view corridor down 6th (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.

AREA 4: LAND USE DESIGNATION: Industrial

FLUP-30: Encourage a rezone change of Area 2 to planned, mixed use of Light Industrial, Commercial, with designated limit on Residential.

AREA 5: This area lies along the south side of Harris Avenue between 10th & 8th Streets. It is bounded on the south and west by Padden Creek and the Padden Creek estuary. Current Planned Commercial land use for this area, providing mixed use, is appropriate as it extends the Fairhaven Business District down Harris Avenue and provides urban residential infill. Padden Creek should continue to be a buffer between this more urban area and the single and multi-residential areas to the south. 8th Street between McKenzie Avenue and Harris Avenue should be closed to vehicular traffic except for those vehicles associated with fire, life-safety, utilities, and urban services. 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**).

Some plans for intense development of this area are already in place. Otherwise, **FLUP-4** should address height and other design issues. Currently (2007) a settlement agreement dated February 8, 2006 impacts certain development in this area.

FLUP 1-8 apply.

FLUP-31: Support the transfer of the small portion of property that extends north of Harris Avenue at the corner of 10th Street to Area 2A.

FLUG-2 & 3 address Padden Creek protection and stormwater issues.

FLUP-32: McKenzie Avenue should be protected as an important view corridor (see **FLUP-5**).

FLUP-33: Signage should be limited and controlled by the prohibition of billboards (outdoor advertising signs) and roof signs. Flashing or revolving signs should not be allowed. The size and height of freestanding signs should be scrutinized and limited based on the proposed use and the impact to residential areas. Signs should not be erected on building walls facing and lying adjacent to residential areas.

FLUP-34: No use shall be permitted to have facilities that provide for the ordering, payment or pick-up of goods and/or services for customers staying within motorized vehicles.

AREA 5 LAND USE DESIGNATION: Commercial

FLUP-35: Encourage a rezone change of Area 5 to Planned Commercial, mixed use with shoreline, design review, height and view conditions.

AREA 6A and 6B: (Suggest previous areas 6A and 6B be combined to Area 6) This area is bounded by Donovan and Larrabee Avenues and Padden Creek and 4th Street. It is designated as multi-residential and is a high density transition and containment area between the more mixed development to the north and the single residential areas to the south. The density levels are 5,000 sq. ft. minimum lot size for single-family, 2,500 sq. ft. per unit for multi-family. Larrabee Avenue should not be developed for vehicular traffic and the trail and buffer should be maintained through this area. Design recommendations in place are to protect neighboring single residential areas and the creek. Building height is limited to 28 feet. Office buildings are no longer considered appropriate for any of this area.

FLUP-36: Additional property along Padden Creek should be obtained by the City to protect the creek.

AREA 6A/6B LAND USE DESIGNATION: Multifamily Residential, Medium to High density.

FLUP-37: Encourage a rezone to combine Areas 6A and 6B into Area 6 with a Land Use Designation of Multifamily Residential.

AREA 7: This area, called Old Fairhaven, is a medium density eclectic single-family area between the centers of Donovan and Cowgill Avenues and between 4th and 10th Streets with an extension in the southeast corner to 12th Street. Five thousand sq. ft is

the minimum detached lot size. This area is characterized by a quiet setting, often ungrazed and natural landscaping, with a mix of housing styles: a base of turn of the century housing stock with various eras since sprinkled throughout. Architecture is varied both in age and style. This diversity is important in maintaining the history and neighborly character of the area. At the same time, some common elements should be supported: preservation of older homes, large, uniform setbacks that follow the housing line, limited impermeable surfaces, open spaces around homes and parking behind houses and along alleys. Gardens and green fronts and unimproved narrow streets have created a friendly, semi-rural feel despite the rather dense lots. Pedestrian use of streets and trails link neighbors to each other and to surrounding areas.

This area should remain as a single-family area, maintaining the separation from multi-residential and commercial/industrial areas to the south. A few conditional uses should eventually be returned to single residential homes. Given the existing medium density of this area, new ADUs should be scrutinized as to their impact on the area's density. The area has some open lots and opportunities for redevelopment to meet residential infill requirements if needed. .

FLUP-38: Additional purchase of land for community gardens in this area is desirable.

AREA 7 LAND USE DESIGNATION: Residential Single, Detached, Medium Density.

AREA 8: This area is bounded by 12th Street, Padden Creek, 13th Street, and Donovan Avenue. It is an area of commercial and mixed use similar to Area 2 and suitable for redevelopment. Current (2007) uses include both commercial and residential. This area extends the commercial area from the Fairhaven Business District toward the residential south. Design Review should help continue the elements of Fairhaven character down 12th Street. Safe pedestrian access coming from both the business district and from Fairhaven Middle School are important. Protections for Padden Creek should be implemented for those areas adjacent to it. This area has limited access onto arterials, design review in place. Buildings are limited to 10,000 square feet.

FLUP-39: Encourage development of neighborhood services in this area.

AREA 8 LAND USE DESIGNATION: Commercial

FLUP-40: Encourage a change of land use designation of Area 8 to Planned Commercial, design review.

AREA 9/9A: (Suggest previous areas 9, 9A be combined.)

This multi-residential area between Padden Creek and Larrabee Avenue is Fairhaven's most likely area for increased infill and redevelopment. A mixture of residential and small-scale office use is appropriate for this area. The south side of Old Fairhaven Parkway has already been developed. This area should be maintained

as multi-residential with the allowance for offices in the entire area. Design review should apply to offices. Parking lots should be located adjacent to the alley and/or sides of properties and landscaped and/or buffered to protect and enhance the greenery of Old Fairhaven Parkway. This area would be a good location for an affordable housing project such as Mathei Place.

AREA 9/9A LAND USE DESIGNATION: Multifamily Residential, High Density

FLUP-41: Encourage a rezone to combine Areas 9 and 9A into Area 9 with a Land Use Designation of Multifamily Residential, mixed

AREA 9B: A small portion of Area 9 has been designated Area B to accommodate higher density and design review conditions based on the 1314 Old Fairhaven Parkway Concomitant Agreement.

AREA 9B LAND USE DESIGNATION: Multifamily Residential, mixed.

AREA 10: This area is west of the 4th Street bluff and south of the Burlington Northern Railroad tracks, bordering the Edgemoor Neighborhood to the north, and includes the Bellingham's Post Point Secondary Sewage Treatment Facility. The area currently includes a heron rookery and an off-leash dog park. (As mentioned under Area 1A, property between Larrabee and McKenzie should be included in this area.)

Parts of this area should be maintained as open space with waterfront/public access and the area continued as an off-leash dog park subject to environmental stewardship of the rookery and shoreline. A stormwater plan should be developed for this area. Externalities (smell, noise, excessive light, or pollution) from the sewage treatment plan should be well controlled.

FLUP-42: Any use and/or development of Area 10 must recognize the area as an important heron habitat that should be protected subject to the SMP and/or CAO.

AREA 10 LAND USE DESIGNATION: Public.

AREA 11: This area is approximately 12.8 acres, and surrounds a portion of lower Padden Creek and the Padden Creek estuary. The property in this area is entirely owned by the City of Bellingham and is adjacent to areas zoned for industrial, commercial, and residential uses. The area includes trails that connect to the South Bay Trail and interurban trails. Protection for the creek based on best science and state and local law should be in place. This environmentally sensitive area and salmon habitat should continue to be promoted and protected. Public access in this area should be allowed *where such access does not impact the health of the creek*. This area could be expanded across Harris Avenue around Padden Lagoon to a size that matches the buffer set forth in the Shoreline Master Program.

FLUP-43: Additional properties should be purchased where possible to expand this protected area.

FLUP-44: Transitions between this area and adjacent properties should be established wherever feasible.

AREA 11 LAND USE DESIGNATION: Public.

AREA 12: This is the site of Chuckanut Square, a multiple-story residential building for low income senior citizens owned by the Bellingham Housing Authority. The Housing Authority is to be applauded for making the color of the building more compatible with the character of Fairhaven.

FLUP-45: The Housing Authority should create any future additional parking assets on-site and limit future development without expanding parking into nearby areas for its own use.

AREA 12 LAND USE DESIGNATION: Public.

AREA 13: The Fairhaven Library. This important historic and community center should be maintained, promoted, and expanded as both a library and a community meeting place.

AREA 13 LAND USE DESIGNATION: Public.

AREA 14: This small area was originally considered a transition area between commercial and industrial areas. **Because it fronts Harris Avenue, it should be included in Area 2.**

FLUP-46: Encourage a rezone to delete area 14 and transfer the property to Area 2

FLUP-47: Any redevelopment of this site should remove the parking between the building and Harris Avenue and extend the architectural character of the Fairhaven core..

AREA 14 LAND USE DESIGNATION: Commercial

AREA 15: This is the 2.3-acre parcel at the foot of Harris Avenue known as Marine Park, owned and managed by the Port of Bellingham. The site is developed as a beachfront park with a picnic shelter and restroom building, paved trails, benches and picnic tables, landscaping, parking, and 750 lineal feet of shoreline on Bellingham Bay. The area is included within the area designated by the City of Bellingham as environmentally sensitive for historic and architectural purposes. Improvements to the natural shoreline in this park and the pavilion should be maintained. Safe public access to this area should be maintained and improved.

FLUP-48: Explore the feasibility of expanding the park around the Post Point Lagoon to include the waterfront and an off-leash dog area.

AREA 15 LAND USE DESIGNATION: Public.