

ORDINANCE NO. 2014-09-049

AN ORDINANCE RELATED TO LAND USE PLANNING AND ZONING, AMENDING THE BELLINGHAM COMPREHENSIVE PLAN; REPEALING THE CBD NEIGHBORHOOD PLAN; REPEALING THE 2002 CITY CENTER MASTER PLAN; AMENDING THE LETTERED STREETS NEIGHBORHOOD PLAN, INCLUDING LAND USE AREAS 8, 12, 13, 14, AND 15; AMENDING THE SEHOME NEIGHBORHOOD PLAN, INCLUDING LAND USE AREAS 2, 3, 4, AND 5; AMENDING THE SUNNYLAND NEIGHBORHOOD PLAN, INCLUDING LAND USE AREA 6; AMENDING THE YORK NEIGHBORHOOD PLAN, INCLUDING LAND USE AREAS 2 AND 4; AMENDING THE CITY OF BELLINGHAM ENVIRONMENTAL PROCEDURES (CHAPTER 16.20 BMC); AND AMENDING THE LAND USE DEVELOPMENT CODE (TITLE 20 BMC) FOR THE PURPOSE OF ADOPTING THE CITY CENTER NEIGHBORHOOD PLAN, DOWNTOWN BELLINGHAM PLAN, AND ASSOCIATED DESIGN STANDARDS AND DEVELOPMENT REGULATIONS.

WHEREAS, the Bellingham's Comprehensive Plan recognizes that a vibrant and successful downtown area is one of the most important goals in the plan; and

WHEREAS, Comprehensive Plan goals for the downtown include a pleasant living, shopping and working environment; pedestrian accessibility; adequate, well located open spaces; an attractive, well-connected street system; and a balance of retail, office, residential, and public uses (FLU-18); and

WHEREAS, the Comprehensive Plan also identifies the city center and adjacent areas as the city's "Core Urban Center" (FLU-16), where significant additional growth is expected and can be accommodated; and

WHEREAS, the downtown area or Bellingham is covered by the Central Business District (CBD) Neighborhood Plan, the City Center Master Plan (CCMP), the City Center Design Standards and is addressed in various sections of the Land Use and Development Code; and

WHEREAS, over the years the downtown area has also been overlayed with a number of districts, subareas, and other designated zones, and that this has resulted in a complicated regulatory environment in downtown; and

WHEREAS, in 2011, staff proposed updating the documents governing development in the downtown, including the CBD Neighborhood Plan and the City Center Master Plan; and

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WHEREAS, in 2011 the City Council agreed and docketing the plans for update in the annual amendment process; and

WHEREAS, a series of community workshops and focus group meetings were held in 2011 through 2013 to discuss the vision and goals for the future, transportation and parking issues, the natural environment, parks and recreation, and development character for the Downtown District; and

WHEREAS, City staff worked closely with neighborhood residents, business and property owners, and other stakeholders to identify issues of primary concern and attempted to obtain general consensus on these issues; and

WHEREAS, the process culminated in a package of documents that includes the new Downtown Bellingham Plan, and revised zoning, design standards and development regulations that were then reviewed by the stakeholders, Planning Commission and City Council; and

WHEREAS, on February 21, 2014, the City of Bellingham as lead agency under the procedures of the State Environmental Policy Act issued a Determination of Non-Significance; and

WHEREAS, in accordance with the Growth Management Act, the State of Washington Department of Commerce was notified on March 18, 2014 of the City's intent to adopt amendments to the comprehensive plan and the development regulations for the Downtown District planning area; and

WHEREAS, the Bellingham Planning Commission conducted a public hearing on March 27, on the package of amendments, with appropriate public notice provided, and held additional work sessions on April 3, April 17 and May 1.

WHEREAS, the Planning Commission adopted Findings of Fact, Conclusions and Recommendations to the City Council on May 1, 2014; and

WHEREAS, the Bellingham City Council held a public hearing on June 23, 2014, on the package of amendments, with appropriate public notice provided, and held a work session thereafter to review the recommendations of the Planning Commission; and

WHEREAS, the Bellingham City Council finds that the amendments to the Comprehensive Plan and Neighborhood Plans, and adoption of the Downtown Bellingham Plan, satisfies the requirements for comprehensive plan amendments and rezones in BMC 20.20.040(B) and BMC 20.19.030, and that the amendments will implement relevant goals and policies in the Bellingham Comprehensive Plan; and

WHEREAS, the City Council finds that the proposed Land Use Development Code Amendments are needed to implement the goals and policies in the Downtown Bellingham

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Plan and that the proposed amendments satisfy the requirements of BMC Chapter 20.22, and are consistent with the State Growth Management Act, and the Bellingham Comprehensive Plan; and

WHEREAS, the City Council agrees with, and hereby adopts the Findings and Conclusions of the Planning Commission.

NOW THEREFORE, THE CITY OF BELLINGHAM DOES ORDAIN:

Section 1. The Bellingham Comprehensive Plan, Introduction, Part 3: Comprehensive Plan Format and Content, under the sub-heading "The following subarea plans are also adopted as part of the comprehensive plan:" is amended as shown in **Exhibit A**.

Section 2. The City Center Master Plan, adopted by Ordinance No. 2002-08-061 as a component of the CBD Neighborhood Plan, is hereby repealed in its entirety.

Section 3. The CBD Neighborhood Plan is repealed and replaced with the City Center Neighborhood Plan as shown in **Exhibit C**, and includes the corresponding City Center Neighborhood Plan Land Use Map as shown in **Exhibit C**.

Section 4. The *Downtown Bellingham Plan*, as shown in **Exhibit B**, is hereby adopted as Appendix C to the City Center Neighborhood Plan.

Section 5. Portions of Area 8, all of Areas 12, 13, a portion of Area 14, and all of Area 15 on the Lettered Streets Neighborhood Plan Land Use Map are amended to be consolidated into a single subarea, Area 16, as shown in **Exhibit C**.

Section 6. The Lettered Streets Neighborhood Plan, Chapter V. Subarea Descriptions and Land Use Designations, is amended as shown in **Exhibit C**.

Section 7. A portion of Area 2, and all of Areas 3, 4, and 5 on the Sehome Neighborhood Plan Land Use Map are amended to be consolidated into a single subarea, Area 16, as shown in **Exhibit C**.

Section 8. The Sehome Neighborhood Plan, Chapter 2: Subarea Descriptions and Land Use Designations, is amended as shown in **Exhibit C**.

Section 9. The Sunnyland Neighborhood Plan, Chapter IV. Circulation, Arterials, is amended as shown in **Exhibit C**.

Section 10. A portion of Area 6 on the Sunnyland Neighborhood Plan Land Use Map is amended to create a new subarea, Area 12, as shown in **Exhibit C**.

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Section 11. The Sunnyland Neighborhood Plan, Chapter V. Subarea Descriptions and Land Use Designations, is amended as shown in **Exhibit C**.

Section 12. The first paragraph in Chapter III. Public Facilities and Utilities in the York Neighborhood Plan, is amended as shown in **Exhibit C**.

Section 13. Areas 2 and 4 on the York Neighborhood Plan Land Use Map are amended to be consolidated into a single subarea, Area 11, as shown in **Exhibit C**.

Section 14. The York Neighborhood Plan, Chapter IV. Subarea Descriptions and Land Use Designations, is amended as shown in **Exhibit C**.

Section 15. BMC 16.20.090, regarding the City's SEPA procedures and policies, is amended as follows:

16.20.090 - Categorical Exemptions - Minor New Construction

The following exempt levels for minor new construction are established under WAC 197-11-800(1):

- A. The construction or location of any residential structures of up to 9 dwelling units.
- B. When located in the ~~CBD-City Center~~ Neighborhood as identified in the comprehensive plan: The construction of an office, school, commercial, recreational, service or storage building with up to 9,000 sq. ft. of gross floor area with an associated parking facilities designed for up to 40 automobiles.
- C. The construction of a parking lot located in the ~~CBD-City Center~~ Neighborhood and designed for up to 40 parking spaces.
- D. When located anywhere except the ~~CBD-City Center~~ Neighborhood: The construction of an office, school, commercial, recreational, service or storage building with up to 5,000 sq. ft. of floor area with associated parking facilities designed for up to 20 automobiles.
- E. When located anywhere except the ~~CBD-City Center~~ Neighborhood: The construction of a parking lot designed for up to 20 automobiles.
- F. Any landfill or excavation of 500 cubic yards throughout the total lifetime of the fill or excavation; any fill or excavation classified as a Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder.

Section 16. BMC 20.00.030 CBD Neighborhood Zoning Map is repealed and replaced with BMC 20.00.031 City Center Neighborhood Zoning Map, as shown in **Exhibit D**.

Section 17. BMC 20.00.030 CBD Neighborhood Table of Zoning Regulations is repealed and replaced with BMC 20.00.031 City Center Neighborhood Table of Zoning Regulations as shown in **Exhibit D**.

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Section 18. Portions of Area 8, all of Areas 12 and 13, a portion of Area 14, and all of Area 15 on BMC 20.00.100 Lettered Streets Neighborhood Zoning Map are amended to be consolidated into a single subarea, Area 16, as shown on **Exhibit D**.

Section 19. BMC 20.00.100 Lettered Streets Neighborhood Table of Zoning Regulations is amended as shown on **Exhibit D**.

Section 20. A portion of Area 2, and all of Areas 3, 4, and 5 on BMC 20.00.160 Sehome Neighborhood Zoning Map are amended to be consolidated into a single subarea, Area 16, as shown on **Exhibit D**.

Section 21. BMC 20.00.160 Sehome Neighborhood Table of Zoning Regulations is amended as shown on **Exhibit D**.

Section 22. A portion of Area 6 on BMC 20.00.200 Sunnyland Neighborhood Zoning Map is amended to create a new subarea, Area 12, as shown on **Exhibit D**.

Section 23. BMC 20.00.200 Sunnyland Neighborhood Table of Zoning Regulations is amended as shown on **Exhibit D**.

Section 24. Areas 2 and 4 on BMC 20.00.210 York Neighborhood Zoning Map are amended to be consolidated into a single subarea, Area 11, as shown on **Exhibit D**.

Section 25. BMC 20.00.210 York Neighborhood Table of Zoning Regulations is amended as shown on **Exhibit D**.

Section 26. Bellingham Municipal Code Section 20.06.030(B), is amended as follows:

B. Use Qualifier.

1. The second category of the zoning classification system is called a "use qualifier." The use qualifier focuses specifically on what are the allowable uses or what housing configuration is permitted within each area. In other words, the use qualifier "qualifies" or reduces the broad category of uses of the general use type into a concise description of permitted uses.
2. Within the chapter of this title having the same name as the general use type of an area, a section can be found which delineates in detail the meaning of each particular use qualifier.
3. Each general use type has its own unique use qualifiers. Presently the system contains the use qualifiers listed below. More may be added, or some may be eliminated, through future amendments to this title if greater detail is necessary.

General Use Type	Use Qualifiers
Residential Single	detached

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	cluster
	cluster detached
	cluster attached
Residential Multi	duplex multiple
	planned
Commercial	central
	waterfront
	auto
	neighborhood
	planned

[NO CHANGES BEYOND THIS POINT]

Section 27. Bellingham Municipal Code Section 20.08.020 regarding Specific Definitions is amended to delete terms and associated definitions as follows:

~~"CBD approach, fringe, core" means areas of the central commercial district, identified in the neighborhood plan, where different development regulations may occur. (See Figure 1 of this section.)~~

Section 28. 'Bellingham Overlay Zones' in Bellingham Municipal Code Section 20.08.020 is amended as follows:

Billboard Overlay Zones. Billboards may be located only in the billboard overlay zones as described in this section and Figure 15 of this section. The billboard overlay zones are divided into two areas, relocation and maintenance:

A. Relocation Areas. Billboards may be located in and relocated to these areas, provided the billboard cap is not exceeded. Billboards in these areas may be reconstructed if they conform with this code after reconstruction. Billboards may not be relocated to an area outside of the relocation areas. ~~Billboard relocation areas include the following areas, including neighborhood plan subareas as existing on the effective date of the ordinance codified in this chapter:~~

- ~~1. Three hundred feet on each side of the Guide Meridian between Horton and Kellogg Roads, excluding Area 17C of the Guide Meridian neighborhood.~~
- ~~2. Areas 1, 1a, 2, 4, 5, and 6 of the Guide Meridian neighborhood.~~

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- ~~3. Area 16 of the Sehome neighborhood.~~
- ~~4. Area 8 of the York neighborhood.~~
- ~~5. Three hundred feet on either side of Iowa Street between the Interstate 5 freeway and Weburn Street.~~
- ~~6. Area 6 of the Sunnyland neighborhood.~~
- ~~7. Area 13 of the Lettered Streets neighborhood.~~
- ~~8. Areas 5, 8, and 9 of the central business district neighborhood.~~
- ~~9. Area 2 of the York neighborhood northeast of York Street.~~
- ~~10. Area 2 of the central business district neighborhood west of Coho Drive.~~
- ~~11. Area 2 of the Mount Baker neighborhood 200 feet north of the east-west trending section of Squalicum Creek.~~

B. Maintenance Areas. Billboards may not be relocated into or within these areas. Existing billboards may remain on the same site and be reconstructed if they satisfy regulations after reconstruction. Structurally damaged billboards must be repaired within six months of being damaged. Billboards within these areas may be relocated to a relocation area. ~~Billboard maintenance areas include the following areas, including neighborhood plan subareas as existing on the effective date of the ordinance codified in this chapter:~~

- ~~1. Area 7 of the South neighborhood.~~
- ~~2. The block bound by "F," "G," Holly and Astor Streets.~~
- ~~3. Area 16 of the central business district neighborhood.~~
- ~~4. Area 2 of the York neighborhood southwest of Champion and northwest of the Forest/Garden alley.~~

C. [NO CHANGES BEYOND THIS POINT]

Section 29. BMC 20.08.020 - Figure 1, Central Commercial Core, Fringe and Reduced Parking Overlay Districts, is repealed.

Section 30. Bellingham Municipal Code Section 20.12.010(B), regarding General Standards, Parking, is amended as follows:

B. Number of Spaces Required.

1. All uses shall provide, at a minimum, the number of spaces required herein.
- ~~2. The parking requirements in subsection (B)(3) of this section are modified for the following areas:~~

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- a. ~~Central Commercial, Core and Fringe only: Uses are exempt from parking requirements, except for hotels and motels, which shall provide the number of spaces required in subsection (B)(3) of this section.~~
- b. ~~Reduced Parking Overlay District. The Reduced Parking Overlay District consists of the following Neighborhood Plan Areas and is illustrated in BMC 20.08.020, Figure 1.~~
- c. ~~CBD Neighborhood Plan. Areas 5, 6, 8, 9, 13, that portion of 14 northeast of Roeder Avenue, 16, that portion of Area 17 southeast of Railroad Avenue extended and northeast of Ivy Street, that portion of Area 18 northeast of Ivy Street, and Area 19.~~
- d. ~~Lettered Streets Neighborhood Plan. That portion of Area 10 southeast of D Street and that portion of Area 13 southwest of Halleck Street.~~
- e. ~~Sehome Neighborhood Plan. That portion of Area 3 northeast of Ivy/N. Forest Street and that portion of Area 4 northwest of N. Forest Street.~~
- f. ~~Sunnyland Neighborhood Plan. That portion of Area 6 south of Ohio Street and west of Franklin Street or centerline of vacated Franklin Street.~~
- g. ~~York Neighborhood Plan. That portion of Area 2 northwest of N. Forest Street.~~
- h. ~~Within this overlay district the following regulations apply:~~
 - i. ~~Duplex/multi-family residential uses shall provide a minimum of 1 parking space per studio, 1-bedroom or 2-bedroom dwelling unit. And additional 0.5 parking space per unit shall be provided for each bedroom over 2 per unit.~~
 - ii. ~~Buildings existing as of January 1, 2003, are exempt from the requirement to provide additional parking due to a use change.~~
 - iii. ~~The Planning Director may exempt existing buildings listed on the Local, State or Federal Register of Historic Places from required parking for a one-time floor area expansion provided (A) the floor area expansion is limited to an area equal to 10% of the area of the existing building and (B) existing conforming parking on-site shall not be displaced except as otherwise may be allowed. If the listed historic building provides 10% or less of the on-site parking that would be required for an equivalent new building, the Director may allow displacement of some or all of the on-site parking.~~

3. [NO CHANGES BEYOND THIS POINT]

Section 31. Bellingham Municipal Code Section 20.12.010(D), regarding General Standards, Parking, is amended as follows:

D. Design Provisions.

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1. The parking facility shall be located totally within property lines except for egress, ingress and maneuvering areas as permitted below.
2. a. Alley rights-of-way may be utilized toward meeting the maneuvering area required herein.
b. Where required by special regulation in Chapter 20.00 BMC – Zoning Tables: When access is available from a city maintained alley, no vehicular access shall be taken from the street frontage except when the planning director determines that alley access is impractical or environmentally constrained.
3. No portion of any parking area shall be permitted within any required front yard, side yard on a flanking street, vision clearance triangle, or other front yard setback established on the recorded plat (e.g., a lot frontage such as a pipestem that does not meet minimum lot width and is not buildable). Driveway crossings and tandem parking within a driveway, when allowed by other city codes, are not prohibited by this provision. Single-family homes and duplexes that are required to provide on-site maneuvering due to driveway access onto an arterial street or location near an intersection under subsection (D)(7) of this section are not prohibited from providing a single backup area within the front yard or side yard on a flanking street.
4. a. For single-family dwelling units, open parking spaces may be located within required interior side yard and rear yards.
b. For all other uses, no portion of any open parking facility except an ingress/egress lane shall be located within five feet of any property line except when an alley is used for direct maneuvering. ~~This provision shall not apply in the commercial, central core general use type, when abutting similarly designated property.~~ In industrial designations the five-foot setback requirement shall apply only when open parking areas are adjacent the front property line.
c. In the residential multi and commercial ~~(except central)~~ general use type designation, the five-foot parking space setback and landscaping requirement may be waived by the director when:
 - i. An alleyway is used for direct access; and
 - ii. The landscaping is replaced with a fence which screens from view the parking area; and
 - iii. The elimination of the five-foot parking setback will result in the provision of additional parking spaces beyond that required in the land use development code.

Section 32. Bellingham Municipal Code Section 20.12.040(A)(6)(d), regarding Commercial, 'Central,' Signs is repealed.

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Section 33. Bellingham Municipal Code Section 20.13.080(B), regarding Wireless Communications Facilities, is amended as follows:

B. Attached Antennas.

1. Antennas shall not be attached to single-family residences, duplexes or their accessory structures.
2. Except in the ~~central commercial zone areas in the Downtown District~~, antennas on sites used exclusively for residential purposes and antennas attached to residential structures shall require a conditional use permit.
3. [NO CHANGES BEYOND THIS POINT]

Section 34. Bellingham Municipal Code Section 20.16.020(B), regarding Conditional Uses, is amended as follows:

B. ~~1. Bank (Automotive Drive-Up Facilities Only).~~

- ~~a. Purpose. To promote a compact commercial core by limiting such uses which utilize large amounts of land and where they are permitted, to facilitate an efficient and safe traffic flow.~~
- ~~b. Conditional in the central commercial core designation.~~
- ~~c. Special Requirements. Care shall be taken in the design to provide efficient traffic flow pattern whereby no on-street stacking of waiting automobiles occurs.~~

2.1. Bed and Breakfast Facilities.

- a. Definition. A single-family residence with not more than two rooms let as transient housing. For the purpose of this section, a transient shall be defined as a person who stays for a period not to exceed two weeks.
- b. Conditional in residential single and residential multi (duplex and multi) designations.
- c. Special Requirements.
 - i. The proposed use must be serviced by adequate essential public facilities, such as streets, police and fire protection, refuse disposal, water and sewer. Septic systems and private water systems may be authorized if approved by Whatcom County health department. However, septic systems shall not be permitted in the Lake Whatcom watershed.
 - ii. There shall be no change in the outside appearance of the building or premises, or visible evidence of the conduct of the bed and breakfast

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establishment, other than one flat, unlighted sign, not exceeding two square feet in area, mounted flush against the building.

- iii. The applicant shall comply with local fire codes and guidelines promulgated by the Bellingham fire marshal and is encouraged to follow health guidelines developed by the Bellingham/Whatcom County district department of health for bed and breakfast establishments.
- iv. A telephone shall be available for occupant use, emergency numbers and the address shall be clearly posted.
- v. The proposal shall not cause detrimental effects to the surrounding neighborhood.
- vi. No additional parking needs to be provided unless specifically found to be necessary by the hearing examiner in its review process.

3.2. Boarding and Rooming House.

- a. Definition. A structure used for the purpose of providing lodging or lodging and meals, for persons other than those permitted under the "family" definition. This term includes dormitories, cooperative housing and similar establishments but does not include hotels, motels, medical care facilities, or bed and breakfast facilities.
- b. Conditional in residential multi general use type.
- c. Special Requirements.
 - i. The maximum occupancy shall not exceed one person per 250 square feet of ground area.
 - ii. Parking shall be provided off an alley if one is available. Such alley must be improved to a standard where it is dust free, well drained, and at least 10 feet in width.

Section 35. Bellingham Municipal Code Section 20.16.020(C)(2), regarding Conditional Uses, is amended as follows:

2. Church.

- a. Definition. A building used primarily for religious worship.
- b. Conditional in all designations, ~~except central commercial.~~
- c. Special Requirements.
 - i. The border of the parking lot abutting or across the street from any residential use or residential general use type shall be screened. The hearing examiner may waive this provision if it specifically finds that such screening is not necessary due to an exceptional situation, and its deletion

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will not cause hardship or detrimental impact on present or future neighbors.

- ii. The height limitations prescribed in the regulations of the district may be exceeded, provided the side yards are increased in width to at least 50 percent of the height of the building (spires and towers excluded). BMC 20.08.020, Height definition No. 1, shall always apply in determining the height of the building.
- iii. Church sponsored uses located apart from the main building, such as residences, schools, auditoriums, convents, day care facilities, or other similar uses shall be considered separate uses and shall be subject to the applicable provisions of this title.

Section 36. Bellingham Municipal Code Section 20.16.020(J)(5), concerning Conditional Uses, is amended as follows:

5. Public Utilities.

- a. Definition. A use owned or operated by a public or publicly licensed or franchised agency which provide essential public services such as telephone exchanges, electric substations, radio and television stations and towers, microwave and line-of-site transmission stations, gas and water regulation stations, and other facilities of this nature.
- b. Conditional in residential single, residential multi, and commercial general use types; ~~except central commercial.~~
- c. [NO CHANGES BEYOND THIS POINT]

Section 37. Bellingham Municipal Code Section 20.16.020(K) is amended as follows:

K. 1. Recreational Vehicle Parks and Campgrounds.

- a. Definition. Land used for the temporary storage of recreational vehicles or camp sites for the traveling public.
- b. Conditional in the auto commercial ~~and central commercial~~ general use types.
- c. [NO CHANGES BEYOND THIS POINT]

Section 38. BMC 20.25.020, Figure 20.25.020(B) - *City Center Design Review District*, is amended as shown in **Exhibit E**.

Section 39. Bellingham Municipal Code Section 20.25.040 regarding Design Review, Decision Criteria, is amended as follows:

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20.25.040 - Decision Criteria

A. through B. [NO CHANGES]

C. For projects listed in BMC 20.25.020(C), city center design review district, the director shall base his or her decision on consistency with the standards in the city center design standards as contained in Appendix 20-B Exhibit A at the end of this chapter and the applicable design regulations contained in BMC 20.25.050. If the project is located in a residential general use type, the standards of the multifamily residential design handbook shall also apply. If there is any conflict between these standards, the design review board and/or director shall apply the standard that would result in the best design, based on the context of the area in which the project is located and the policies in the applicable neighborhood plan. If there is any conflict between these standards and the standards in Chapter 17.90 BMC, historic preservation, the historic preservation standards shall prevail.

D. [NO CHANGES BEYOND THIS POINT]

Section 40. BMC Appendix 20-B, *City Center Design Standards*, is repealed and replaced with BMC Chapter 20.25 - Exhibit A, *City Center Design Standards*, as shown in **Exhibit E**.

Section 41. Bellingham Municipal Code Section 20.25.050 City Center Design, including Figure 20.25.050 - Pedestrian-Oriented Commercial Streets, is repealed.

Section 42. Bellingham Municipal Code Section 20.34.020(E), 'Central, Use Qualifier,' is repealed.

Section 43. Bellingham Municipal Code Section 20.34.030, regarding Commercial Permitted Uses, is amended as follows:

A. Uses Permitted Outright. No building or land shall be used within an area designated with a commercial general use type except as permitted below corresponding to the use qualifier designated for such property.

The following uses shall be permitted outright corresponding to the designated use qualifier.

Use Qualifier	Permitted Use
Neighborhood	1. Retail establishments of all types except those selling the following products: <ul style="list-style-type: none">a. Automobiles and trucksb. Heavy farm and construction equipmentc. Feed, grain and farm suppliesd. House trailers; mobile homes and boats
	2. Personal service facilities such as: <ul style="list-style-type: none">a. Barber and beauty shops

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Use Qualifier**Permitted Use**

- b. Tailor shops
- c. Small animal care shops (keeping of three or fewer animals overnight is permitted as accessory use if animals are kept in an enclosed structure)
- d. Repair shops for small items
- 3. Branch post offices, banks, and libraries (including drive-through financial institutions)
- 4. Business and professional offices
- 5. Frozen food lockers
- 6. Laundry and dry cleaning establishments
- 7. Florist shops
- 8. Service stations for automobiles:
 - a. Complete minor auto repairs are permitted; however, engine overhaul, body and fender work, tire recapping and vehicle sales are prohibited
- 9. Publicly owned parks, trails and playgrounds
- 10. Eating establishments
 - a. Facilities where alcohol would be consumed on premises shall require conditional use approval
- 11. Mixed use, where specifically listed in the neighborhood land use plan
- 12. Public utilities, if located within a public right-of-way
- 13. Single-family dwelling unit
- 14. Duplex and multifamily dwelling units when within a structure housing other principal uses
- 15. Animal hospitals (subject to standards in BMC 20.34.040(F))
- 16. Bed and breakfast facilities (subject to standards in BMC 20.34.040(F)(3))
- 17. Uses similar to the above; however, adult entertainment uses shall be prohibited in the neighborhood commercial district
- 18. Attached accessory dwelling unit (consistent with procedures and requirements outlined in BMC 20.10.035)
- 19. Detached accessory dwelling unit existing prior to January 1, 1995 (consistent with procedures and requirements outlined in BMC 20.10.035)
- 20. Confidential shelters subject to the provisions of BMC 20.10.047
- 21. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC

Auto

- 1. Motel
- 2. Eating and/or drinking establishments
- 3. Service stations
 - a. Complete minor automotive repair is permitted; however, body and fender work, tire recapping and vehicle sales is prohibited

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Use Qualifier	Permitted Use
	<ol style="list-style-type: none"> 4. Retail facilities, except car lots 5. Tourist information centers 6. Commercial recreation 7. Car wash facilities 8. Banks and other financial institutions (including drive-through facilities) 9. Laundry and dry cleaning establishments 10. Offices 11. Barber and beauty shops 12. Mixed use, where specifically listed in the neighborhood land use plan 13. Public utilities, if located within a public right-of-way 14. Automotive repair, minor (subject to standards in BMC 20.34.040(F)(2)) 15. Bed and breakfast facilities (subject to standards in BMC 20.34.040(F)(3)) 16. Uses similar to the above; however, adult entertainment uses shall be prohibited in the neighborhood commercial district 17. Billboards, subject to the provisions of this chapter, and only within the billboard overlay zones delineated by BMC 20.08.020, Figure 15 18. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC 19. Community public facilities 20. Art schools
Waterfront	<ol style="list-style-type: none"> 1. Eating establishments 2. Drinking establishments 3. Dance halls 4. Theaters 5. Offices 6. Hotels and motels 7. Aquariums 8. Nautical museums 9. Art galleries and art studios 10. Retail establishments 11. Public utilities, located within a public right-of-way 12. Marinas, boat storage, charter service and water based transportation service 13. Commercial recreation 14. Public parks, trails and playgrounds 15. Parking facilities, retail 16. Private clubs and lodges

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Use Qualifier	Permitted Use
	<ul style="list-style-type: none"> 17. Boat building and repair 18. Web houses and net repair 19. Fish processing 20. Handicraft manufacturing (jewelry, pottery, furniture, etc.) 21. Residential uses in conjunction with other permitted uses on the same site 22. Bed and breakfast facilities (subject to standards in BMC 20.34.040(F)(3)). 23. Uses similar to the above, however, adult entertainment uses shall be prohibited in the waterfront commercial district 24. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC 25. Community public facilities, limited to branch libraries, transit stations and park and ride lots 26. Art schools
Central	<ul style="list-style-type: none"> 1. Retail establishments of all types except those selling the following products: <ul style="list-style-type: none"> a. Automobiles and trucks b. Heavy farm and construction equipment c. Feed, grain, and farm supplies d. House trailers, mobile homes and boats 2. Offices 3. Banks and other financial institutions (drive-in facilities in "core" areas shall be a conditional use) 4. Personal and business services <ul style="list-style-type: none"> a. Small animal care shops (keeping of three or fewer animals overnight is permitted as an accessory use if animals are kept in an enclosed structure) 5. Commercial recreation 6. Eating and/or drinking facilities 7. Repair shops for small equipment and items 8. Theater 9. Public buildings and uses 10. Passenger terminal facilities 11. Private clubs and lodges 12. Institutions of higher education 13. Hotels and motels 14. Residential uses 15. Public utilities, exclusive of storage yards 16. Day care

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Use Qualifier**Permitted Use**

17. Service care, day treatment and child placing agencies
18. Medical care centers
19. Neighborhood clubs and activity centers
20. Animal hospitals, small (subject to standards of BMC 20.34.040(F)(1))
21. Public parks
22. Parking facilities, nonretail or retail
23. Church
24. Mixed use, where specifically listed in neighborhood land use plan
25. Bed and breakfast facilities (subject to standards in BMC 20.34.040(F)(3))
26. Uses similar to the above; however, adult entertainment uses shall be prohibited in the central commercial district
27. Billboards, subject to the provisions of this chapter, and only within the billboard overlay zones delineated by BMC 20.08.020, Figure 15
28. Attached accessory dwelling unit (consistent with procedures and requirements outlined in BMC 20.10.035)
29. Detached accessory dwelling unit existing prior to January 1, 1995 (consistent with procedures and requirements outlined in BMC 20.10.035)
30. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC
31. Community public facilities
32. Schools
33. Art schools

B. Conditional Uses. The following uses may be allowed corresponding to the designated use qualifier if approval can be obtained, based upon standards and requirements for conditional uses as specified in Chapter 20.16 BMC.

Use Qualifier**Use****Neighborhood**

1. Church
2. Public utilities, other than those permitted as a principal use
3. Day care
4. Service care
5. Medical care center
6. Recycling collection center
7. Neighborhood club/activity center
8. Commercial recreation
9. Private clubs and lodges
10. Drinking establishments

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Use Qualifier	Use
	<ul style="list-style-type: none"> 11. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC 12. Schools 13. Art schools 14. Community public facilities subject to the provisions of BMC 20.16.020(J)(4) and limited to fire stations, police stations, stormwater detention facilities, transit stations, park and ride lots and water storage facilities
Auto	<ul style="list-style-type: none"> 1. Public utilities, other than those permitted as a principal use 2. Private clubs and lodges 3. Church 4. Recreational vehicle parks and campgrounds 5. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC
Waterfront	<ul style="list-style-type: none"> 1. Public utilities, other than those permitted as a principal use 2. Adaptive uses for historic register buildings as defined in BMC 20.16.020(A)(1) 3. Church 4. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC 5. Community public facilities, with the exception of publicly owned parks, trails and playgrounds; branch libraries; transit stations and park and ride lots and subject to the provisions of BMC 20.16.020(J)(4)
Central Core Only	<ul style="list-style-type: none"> 1. Banking and other financial institutions which have drive-up facilities 2. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC
Core, Fringe, Approach	<ul style="list-style-type: none"> 1. Recreational vehicle parks and campgrounds 2. Wireless communication facilities, subject to the provisions of Chapter 20.13 BMC

Section 44. Bellingham Municipal Code Section 20.34.050(B) regarding Parking, is amended as follows:

B. Number of Spaces Required.

1. All permitted uses within areas designated neighborhood, auto, and waterfront shall provide, at a minimum, the number of spaces required herein. ~~Uses within the central commercial zone shall also provide parking as required by this section except as modified by BMC 20.12.010(B)(2) for the core, fringe and reduced parking overlay districts.~~
2. ~~Permitted uses within areas designated central (core and fringe area) are exempt from any parking requirements except for hotels and motels.~~

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- 3.2. Any use clearly similar to the uses listed below shall meet the requirements specified. If the similarity is not apparent, then the hearing examiner shall, upon request, determine the standards which shall be applied.

[NO CHANGES BEYOND THIS POINT]

Section 45. Bellingham Municipal Code Section 20.34.050(D)(3), regarding Parking, is amended as follows:

3. No portion of any open parking facility shall be located within five feet of any property line or within any required yard except for a lane for ingress and egress. ~~This provision shall not apply in the commercial, central core general use type, when abutting similarly designated property.~~

In the commercial general use type (except central), the five-foot parking space setback and landscaping requirement may be waived by the director when:

- a. An alleyway is used for direct access; and
- b. The landscaping is replaced with a fence which screens from view the parking area; and
- c. The elimination of the five-foot parking setback will result in the provision of additional parking spaces beyond that required in the land use development code.

Section 46. Bellingham Municipal Code Section 20.34.100(D) regarding Commercial, 'Central,' Signs is repealed.

Section 47. Bellingham Municipal Code Section 20.36.030(A)(17) "Residential uses when located in the residential/industrial overlay district as shown on Figure 27", regarding Industrial Permitted Uses having a "Light" Use Qualifier, is deleted.

Section 48. Bellingham Municipal Code Section 20.36.040(F), regarding Industrial Minimum Yards, is amended as follows:

F. Minimum Yards. There shall be no minimum yards except when any industrial property abuts upon or is across a right-of-way from property of any residential, commercial, public, or institutional general use type, in which case a 25-foot yard shall be provided measured from any lot lines so abutting. ~~This yard is not required when a parcel is developed with a residential multi-component of three or more dwelling units.~~

Section 49. Bellingham Municipal Code Section 20.36.070, **Figure 20.36.070(E) - Residential/Industrial Overlay Districts**, is repealed.

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Section 50. Bellingham Municipal Code Section 20.36.110(C), regarding General Use Regulations, is amended as follows:

C. New residential buildings and uses shall be prohibited except as an accessory use to provide quarters for a night watchman or caretaker, ~~or as permitted in a residential/industrial overlay district as shown on Figure 20.36.070(E).~~

Section 51. Bellingham Municipal Code Section 20.37.020 is amended as follows:

20.37.020 Purpose and Intent

A. through E. [NO CHANGES]

F. The waterfront district urban village qualifier is intended to implement the waterfront district subarea plan, which provides a policy framework for an approximately 237-acre area generally located along the Bellingham waterfront north of Boulevard and Wharf Street, west of the ~~central business~~ Downtown dDistrict commercial area, and south of Roeder Avenue and the I & J Waterway.

G. The **'Downtown District'** Urban Village use qualifier is intended to implement the Downtown Bellingham Plan which provides a policy framework for an approximately 269 acre area generally located east of the Waterfront and Old Town Districts, south of F, Ellsworth, D, Halleck, New and Ohio Streets, west of Franklin Street, and north of Oak, Garden and Chestnut Streets.

[NO CHANGES BEYOND THIS POINT]

Section 52. Bellingham Municipal Code, Chapter 20.37 Urban Village is amended to add Downtown District development regulations as shown in **Exhibit F**.

Section 53. The Council agrees with, and hereby adopts the March 27, 2014 Findings of Fact, Conclusions and Recommendations of the Planning Commission, attached as **Exhibit G**.

PASSED by the Council this 8th day of September, 2014



Council President *Designee* Gene Knutson

APPROVED by me this 18th day of September, 2014

City of Bellingham
City Attorney
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360-778-8270

Mayor



ATTEST:

Finance Director

APPROVED AS TO FORM:

Office of the City Attorney

Published:

9/12/14

EXHIBIT A

Comments

Even though the zoning designations and the development regulations were moved out of the neighborhood plans in 2004, they remain an important part of the comprehensive plan.

Work on the update to the Urban Fringe Plan began in 2004 and will be completed in 2006.

See Exhibit D, Comprehensive Plan Appendices 1 through 4.

The following subarea plans are also adopted as part of the comprehensive plan:

The 23 Neighborhood Plans. Bellingham's neighborhood plans were adopted as part of the comprehensive plan in 1980 and again in 1995. That tradition continues as the plans are once again included as part of this comprehensive plan.

Bellingham's neighborhood plans remain critically important to achieving the vision and goals of the comprehensive plan. The plans are powerful tools that help to maintain neighborhood character and define the "vision" of the neighborhood in the future. ~~This section also includes the City Center Master Plan.~~

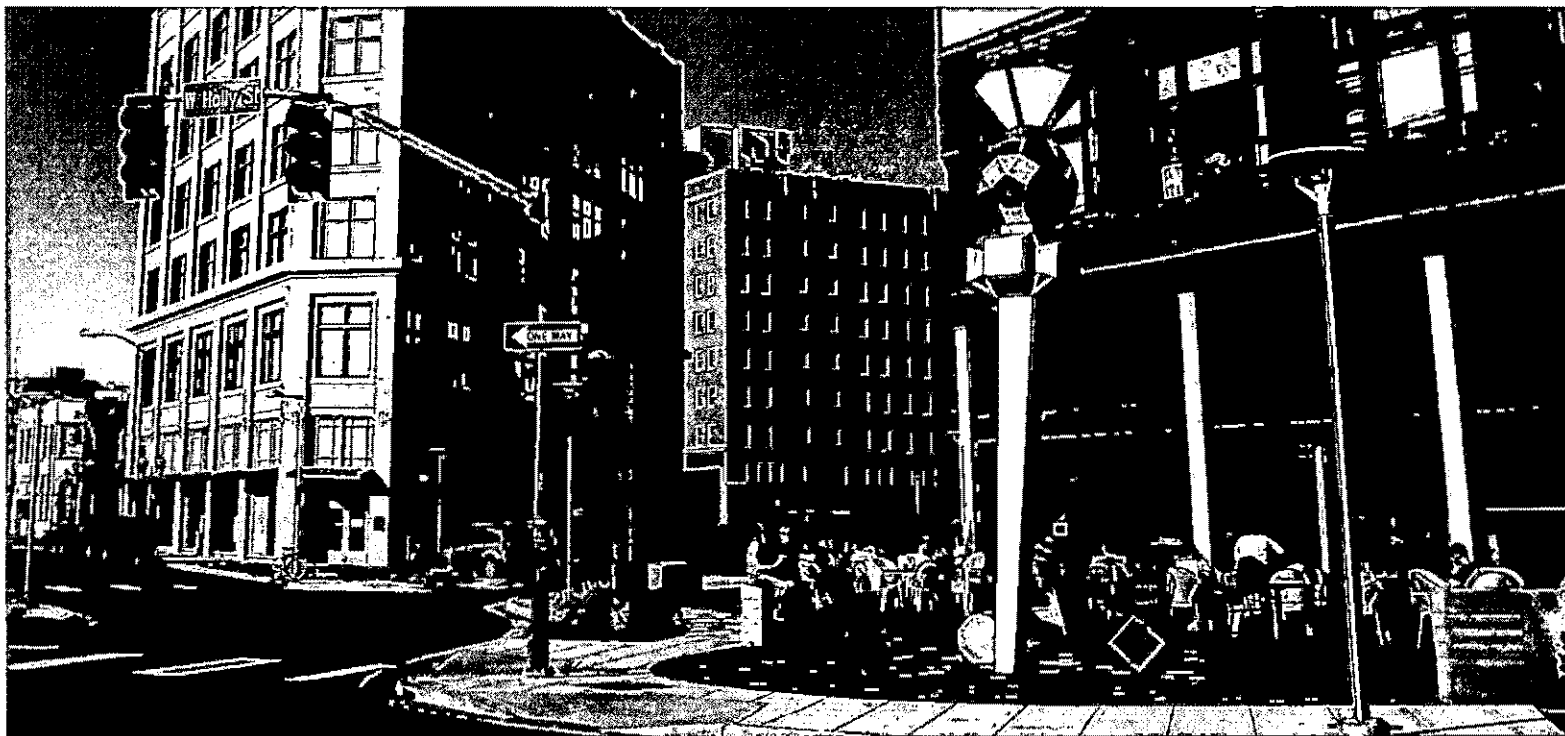
The CBD Neighborhood was renamed the City Center Neighborhood in 2014. All references in the comprehensive plan to the CBD Neighborhood or Central Business District Neighborhood are intended to mean the City Center Neighborhood. All references in the Comprehensive plan to the CBD Neighborhood Plan or Central Business District Neighborhood Plan are intended to mean the City Center Neighborhood Plan.

The Urban Fringe Plan for Bellingham's urban growth area was first adopted by the city and county in 1997. Both jurisdictions are currently working to update the plan. The update includes: 1) an extensive evaluation of land supply and zoning designations/densities in light of adopted population growth forecasts; 2) a review of the suitability of land within the existing UGA for urban development; 3) a review of the portions of the UGA in the Lake Whatcom Watershed; 4) an analysis of the "5-year Review Areas" for possible inclusion in the UGA; and 5) potential designation of an "ultimate" city boundary. When this work is completed, it is anticipated that the plan will be adopted by the City as part of this plan.

Appendices - Several documents are included in this plan as appendices:

1. 2002-2022 Whatcom County Population and Economic Forecasts, ECONorthwest.
2. Council Resolution 2006-15, including recommendations for UGA zoning and boundary changes.
3. City of Bellingham Land Supply Methodology Report.
4. Bellingham Comprehensive Plan Final Environmental Impact Statement.

EXHIBIT B



DOWNTOWN BELLINGHAM PLAN

Planning and Community Development Department

Adopted by Ordinance 2014-09-049

September 2014



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CHAPTER 1: INTRODUCTION

Spanning 249 acres, Downtown Bellingham has been the focus of targeted planning activities and strategic investment since the *Downtown Development Strategies* project was launched in 1989. As the commercial, employment, civic and entertainment center for Whatcom County, Downtown Bellingham has experienced building booms, retail exodus, and the evolution from a “strictly business” district into a multi-use neighborhood. The Downtown area now provides jobs, housing, entertainment and services for a diverse and growing population. Downtown is “everyone’s neighborhood”, increasingly drawing visitors and residents who want to take part in the activities and commercial opportunities in Bellingham’s largest urban village.

The Purpose of the Downtown Bellingham Plan

In 2010, City staff began hearing from Downtown stakeholders that a renewed vision for Downtown was needed to update the *2002 City Center Master Plan* (CCMP). The City responded by launching the “myDowntown” planning process to develop a new plan that would retain relevant portions of the CCMP, while looking ahead to Downtown’s future. The result of this process is the *Downtown Bellingham Plan*. It is intended to:

- Describe Downtown’s ideal future in vision and goal statements;
- Augment the work done to develop urban village plans in the adjacent Old Town and Waterfront Districts;
- Simplify the regulatory structure in Downtown by reducing zoning districts and aligning the boundaries of different geographic program areas;
- Identify incentives to encourage appropriate development;
- Identify and address barriers to redevelopment; and
- Identify projects and strategies to achieve the goals for Downtown.

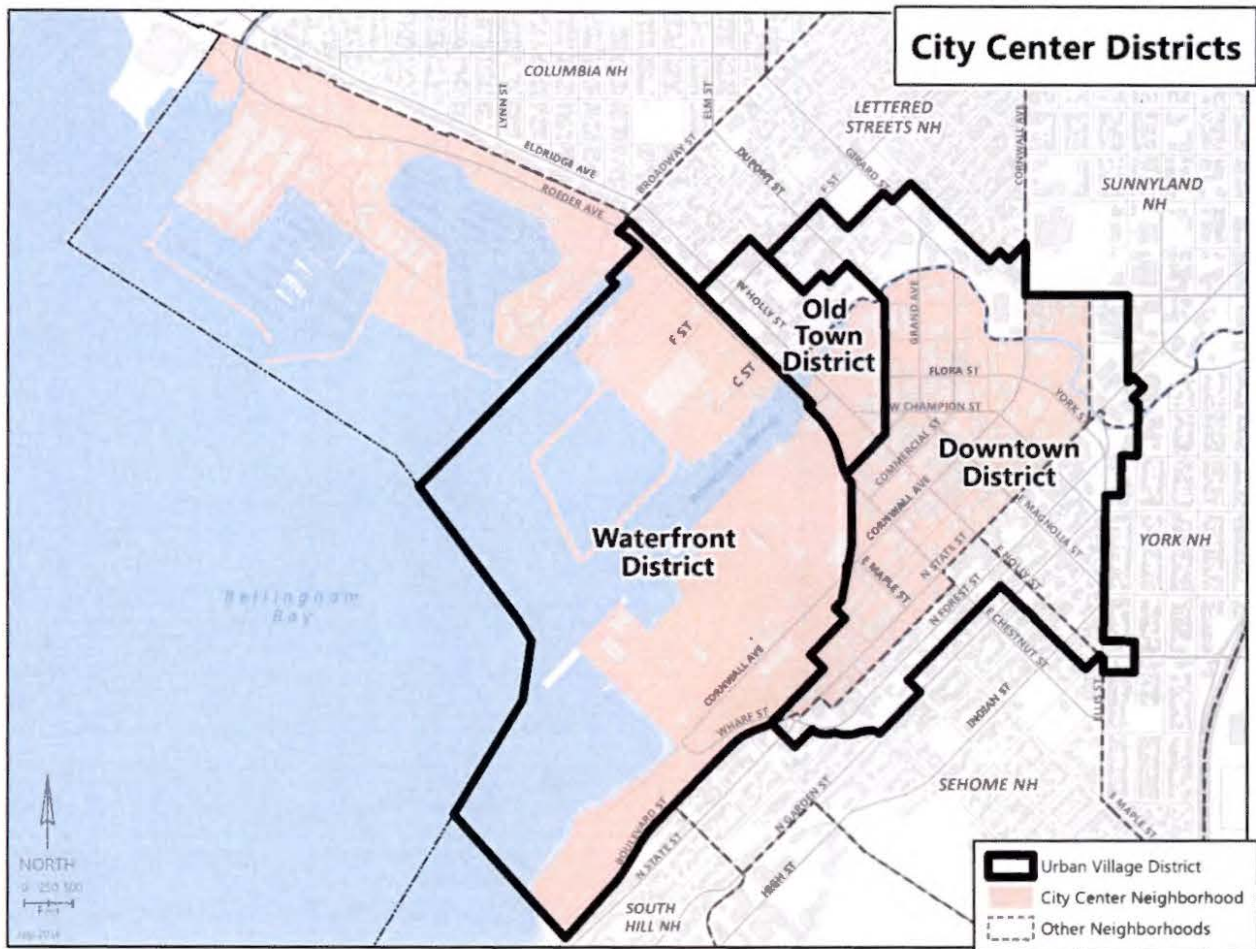
Definitions

Several key terms are used often in this Plan:

City Center Implementation Strategy: A separate document that contains a prioritized list of specific actions that the City will take to help achieve a desired goal or policy. This document includes strategies for the Waterfront, Old Town, and Downtown Districts.

Goal: A desired outcome that is envisioned, planned for, and committed to.

Policy: A governing principle that supports a defined goal and is intended to guide or constrain actions.



Downtown – Part of the “City Center Neighborhood”

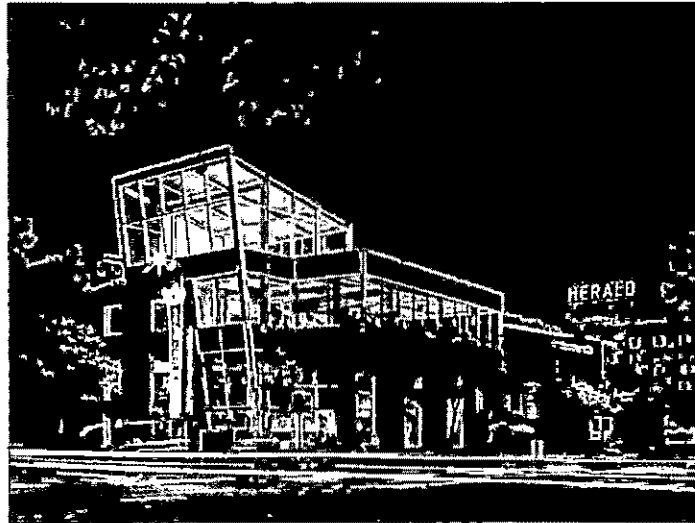
Portions of the Downtown District and Old Town District, along with the Waterfront District and Squalicum Harbor, comprise the City Center Neighborhood. The City Center Neighborhood Plan unites the three districts under a common planning umbrella, while the goals, policies, and regulations for each are contained within the plans and development codes for each individual area. The Downtown District also includes portions of the four neighborhoods abutting the City Center.

A Decade of Downtown Accomplishments

Since adoption of the *City Center Master Plan* in 2002, considerable progress has been made on many of the community-identified goals for Downtown:

- **People want to live Downtown.** One of the most dramatic changes in Downtown Bellingham’s recent history has been its emergence as an urban residential neighborhood. More residents Downtown create a stronger sense of community and a larger pool of customers supporting Downtown business;
- **Habitat in the Whatcom Creek corridor has been restored** through cleanup efforts in Maritime Heritage Park and replacement of non-native with native species, and the creek corridor and trail system have become a natural urban sanctuary;

- Depot Market Square has created a permanent home for the Bellingham Farmers Market and has become an important part of Downtown community life;
- All four corners of the Railroad Avenue and Holly Street intersection have been developed with projects that transformed the space into a vibrant mixed-use gateway;



Development at the Railroad Avenue-Holly Street intersection has enlivened the area.

- Downtown has a more distinct identity. The City Center Design Standards, Holly Street gateway improvements, wayfinding signage, banners, street furniture, art and lighting are examples of projects that have strengthened Downtown's identity;
- The pedestrian environment is improving. Completion of the Bellingham Pedestrian Master Plan and incorporation of public space and widening of sidewalks at the Bay/Holly/Prospect intersection are recent examples of projects that contribute to the pedestrian experience Downtown;
- Bicycling is safer and more convenient. Over \$11 million in local transportation funds have been invested since 2002 in bike lanes, bike parking, and the Whatcom Transportation Authority's Bikes On Buses Program;



Renovations to the Mount Baker Theatre were completed in 2004.

- Investment in the Downtown Arts District has created a dynamic cluster of cultural venues. The reconfiguration of the Bay/Holly/Prospect intersection, redesign of Champion Street, retrofits to the Mount Baker Theater, addition of the Lightcatcher Building to the Whatcom Museum campus, and the expansion of the Spark Museum and Pickford Film Center increasingly draw residents and visitors;
- Historic buildings have been revitalized. Many applied facades added in the 1950s and 1960s to "modernize" old buildings have been removed, revealing the original architectural features of Downtown buildings. Because of these investments, Downtown Bellingham now has the potential to become a National Historic District;

- **The private sector has responded to Downtown needs and opportunities.** Since 2002, new businesses have invested in Downtown, corporations have moved into existing buildings, and property owners have made improvements to building facades and signage; and
- **Adoption of new urban village plans for the Waterfront and Old Town Districts.** These plans and corresponding changes in zoning and development regulations provide the opportunity for thousands of new jobs and housing units that will support Downtown businesses.

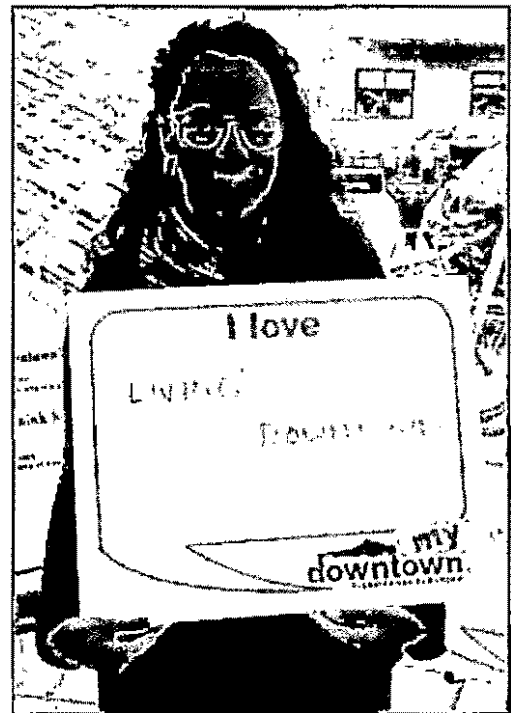
Community Engagement: The "myDowntown" Planning Process

In 2011, the City launched the "myDowntown" planning process to develop a new Downtown Plan that would retain relevant information from the CCMP, while looking ahead into the next decade of Downtown's future. The goal of the planning process was to engage the community in meaningful, creative and effective ways. The results of the intensive community engagement process were used to develop the *Downtown Bellingham Plan*. See the "[myDowntown](#)" webpage for more information on the planning process.

A Renewed Vision for Downtown

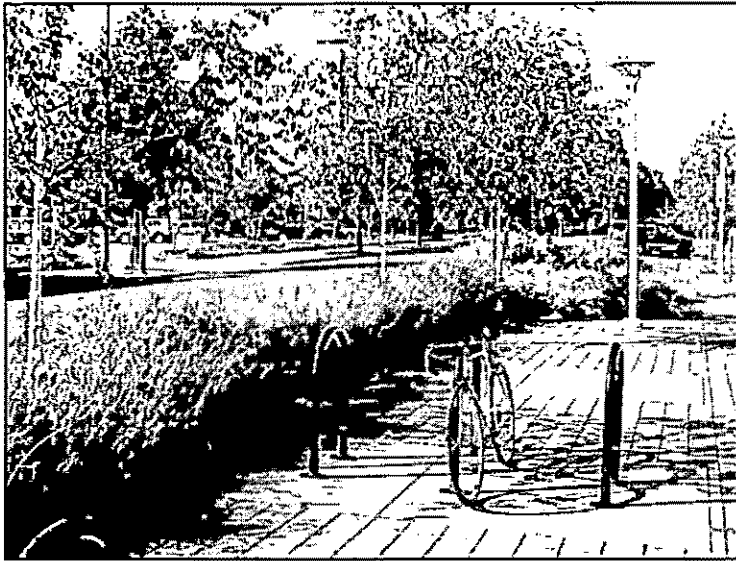
After two years of studying, planning, and gathering ideas and input from the community in the "myDowntown" process, **10 core visions** emerged for Downtown Bellingham:

1. Downtown is a place **where people come to play, work, shop and live** - a vibrant and important community gathering place.
2. Downtown is **safe and friendly** for people of all ages, income levels and cultures.
3. Downtown continues to serve as **an economic engine for the City and region**, promoting a diverse economic environment that supports both local entrepreneurial ventures, as well as larger businesses.
4. Downtown is a **successful and desirable neighborhood** with a variety of housing choices and mix of uses.
5. Downtown protects and restores **natural resources** and incorporates environmentally-friendly elements into new projects.
6. Downtown's **network of public parks, plazas, trails and open space** is enhanced and interconnected.



Phase I community engagement at the Farmers Market, September 2011.

7. Downtown values its **historic buildings** and encourages **compatible, high-quality new construction**.
8. Downtown's streets safely accommodate **many modes of travel**: pedestrians, bicycles, automobiles, transit and freight.



Streetscape improvements, such as rain gardens, bike parking and pedestrian-scale streetlights, should continue to be installed along Downtown streets.

9. Downtown has a **thriving cultural and arts community** and its **lively public spaces** are local and regional destinations.
10. Downtown's **streetscape is active and comfortable day and night**, with pedestrian-scale lighting, street trees, landscaping, seating, and other coordinated amenities that establish a distinct identity.

CHAPTER 2: NATURAL AND HISTORIC CONTEXT

Downtown Yesterday

The Downtown Bellingham of 2014 originated from the two early towns of Whatcom and Sehome, which were settled along the shores of Bellingham Bay in the 1850s. The plats for these two towns meet at Prospect, Bay and Holly Streets, and create the unusual multi-angled street pattern that remains today.

In the early days, the little mining town of Sehome was not much more than a dirt road bordered by tree stumps and surrounded by forest, which provided wood for early buildings. The town of Whatcom was limited to a few commercial blocks centered around the lumber mill on Whatcom Creek.

As decades passed, Whatcom and Sehome, as well as Fairhaven and Bellingham, the two towns down the bay shore that were also being settled in the 1850s, experienced repeated periods of boom and

bust. It was not until the early 1890s when the towns began to get a foothold. The construction of a bridge in 1889 over the Whatcom Creek estuary connected Whatcom to Sehome via Holly Street, allowing the two towns to extend their commercial enterprises along the bay shore. Additionally, a number of local railroad lines were launched between 1888 and 1891, connecting the towns to the national rail network.



Early photo of the town of Sehome, looking north down Elk Street (today's State Street) circa 1889. The road that forks off to the left at the center of the photo is today's Wharf Street.

In 1891, Whatcom consolidated with Sehome under the name "New Whatcom" and the new town became the dominant financial and commercial center on the bay.



13th Street (today's Holly Street) bridge being built over Whatcom Creek

In 1904, New Whatcom and Fairhaven consolidated as the City of Bellingham. Commercial activity in Downtown revolved around the Dock Street waterfront and the railroad-related passenger and freight movement along Railroad Avenue.

In the 1920's, the growing tourism industry and the popularization of the automobile added fuel to Downtown Bellingham's

prosperity, bringing a decade of extraordinary commercial development. Visitors to Mount Baker National Forest used Bellingham as a jumping off point, and grand hotels, restaurants and theatres were built, including the Mount Baker Theatre and 14-story Bellingham Hotel (the Bellingham Tower) in 1927. At this time, Holly Street was part of the State Highway system, bringing travelers directly through Downtown.

By the 1930s, the Great Depression plunged most private development across the country into a state of suspension, and Bellingham fared no better. As the nation grappled with the economic downturn, Downtown businesses struggled to keep their doors open. However, industry quickly ramped up when

the United States entered World War II in 1941. Many Downtown buildings were repurposed to support the war effort, including the vacant Montague and McHugh Building (today's Crown Plaza at 114 W. Magnolia Street), which was converted by the Boeing Company into a bomb casing factory.

By the 1950s and 1960s, the popularity of the automobile began having an effect on city centers nationwide, and Downtown Bellingham was no different. Dense construction oriented to the street and packed onto comparatively small blocks was increasingly considered obsolete, and existing urban commercial cores were being replaced with freestanding or clustered buildings surrounded by open space and parking lots. Downtown Bellingham escaped the wholesale leveling that many other cities experienced in the form of "urban renewal" during the 1960s, but during this time many early buildings were demolished, having fallen out of style or no longer suited for the growing auto-centric population. Most notably in Downtown Bellingham was the loss of many grand corner buildings, whose sites were well suited for auto-oriented development.

A new appreciation of the nation's heritage arose with the 1976 bicentennial celebration, and commercial downtowns everywhere began to be seen with new appreciation. In Downtown Bellingham, preservation forces reclaimed a number of threatened landmarks, most notably the old City Hall on Prospect Street. Preservation efforts have continued through the decades, but City leaders initiated focused revitalization plans for Downtown when the Bellis Fair Mall, built in the late 1980s, began drawing long-time retailers out of Downtown.

Downtown Today

Downtown Bellingham has continued to evolve to the present day. As of 2014, due to years of targeted revitalization efforts, Downtown is once again the hub for cultural, civic, financial and service functions of the greater

Bellingham community. The historic street grid, buildings, bridges, and other features serve as reminders of the people and events that shaped Downtown over the decades, and provide character and context for new development.



Railroad Avenue is a popular destination for pedestrians.

Downtown has changed from a strictly "central business district" into a multi-use neighborhood providing jobs, housing, entertainment and services for a diverse and growing population. Within walking distance of several historic residential neighborhoods, Downtown is frequented by those living both in and outside the district, as well as by visitors seeking an authentic Bellingham experience.

CHAPTER 3: DEVELOPMENT, DESIGN AND SUSTAINABILITY

A full range of land uses Downtown is one of the key components of creating a successful urban neighborhood. Housing, commercial, office, retail, entertainment, public and governmental offices, cultural and art organizations, educational institutions, and human service agencies all combine to provide the activities and services that make Downtown a healthy destination neighborhood.

Downtown Employment

A healthy and supportive business environment is crucial to Downtown's success. In 2013 there were approximately 7,565 Downtown jobs in the office, retail, government and industrial sectors. Growth forecasts estimate the total number of jobs will increase to between 8,135 and 8,410 by 2036. Employees spend money and enliven the streets during their leisure time, contributing to the diversity of daytime activity and supporting the many restaurants, coffee shops, and other businesses that depend on this consumer market. Downtown businesses also initiate the restoration of existing buildings and add to a healthy tax base.

In June 2010, Logos Bible Software, a Downtown business, conducted an informal survey of employee spending Downtown. An analysis of receipts collected from 190 employees over the month showed an average spending of \$705 per person at Downtown businesses.

In 2013, Downtown included approximately 3.7 million square feet of developed employment square footage. It is expected that new construction will continue at a rate consistent with past trends, adding between 40,000-60,000 square feet during the next Comprehensive Planning period from 2014-2036. Industrial development is anticipated to remain relatively steady with little increase, based on the limited industrial land supply.

2013-2036 Development and Jobs

Type of Development	2013 Developed Sq Ft	2036 Total Estimated Developed Sq Ft	2013 Jobs	2036 Total Estimated Jobs
Office	1,260,000	1,400,000 to 1,470,000	3,040	3,390 to 3,565
Restaurant	535,000	575,000 to 595,000	1,080	1,150 to 1,180
Gov't Office	470,000	502,000 to 518,000	2,190	2,270 to 2,310
Light Industrial	300,000	300,000	275	275
Retail	660,000	700,000 to 720,000	980	1,050 to 1,080
Vacant Commercial	450,000	200,000 to 300,000	-	-
Residential	1,232,000	2,732,000 to 3,032,000	-	-
Non-living / working space (25%)	1,683,000	2,136,000 to 2,312,000	-	-
Totals	6,590,000	8,545,000 to 9,247,000	7,565	8,135 to 8,410

The following goals and policies are intended to fulfill the vision of a vibrant and economically successful Downtown.

GOAL 3.1: Downtown Bellingham continues to be the center of Whatcom County job activity.

POLICY 3.1: Provide the physical infrastructure and redevelopment incentives necessary to support continued business expansion and relocation Downtown.

81% of "myDowntown" survey respondents who identified themselves as having a "business interest" rated Downtown as a "good" or "fair" place to do business.

POLICY 3.2: Develop public-private partnerships to capitalize on the various strengths of the government and business sectors to achieve larger projects.

POLICY 3.3 Develop targeted strategies to promote redevelopment of Downtown's long-term vacant spaces.

The City has worked with the business community to offer a number of incentives to encourage development and redevelopment in Downtown and other urban villages. Existing incentives include the following:

- Limited development regulations
- Reduced or eliminated parking regulations
- Transportation Impact Fee reductions
- Investment in bike and pedestrian infrastructure
- Multi-family Tax Exemption Program
- Park Impact Fee credits for projects listed in the Capital Facilities Program



The Multi-Family Tax Exemption Program has assisted agencies and developers in providing additional housing options for people seeking to live Downtown.

Incentives such as these can have a significant influence on the desirability of developing Downtown. For example, the Multi-family Tax Exemption Program has proven to be a successful incentive, as hundreds of new residential units have been constructed since the program was adopted in 1999.

POLICY 3.4: Continue to offer incentives to encourage investment in Downtown.

POLICY 3.5: Continue to identify barriers to Downtown investment and redevelopment, and pursue initiatives to remove these barriers.

POLICY 3.6: Provide clear and consistent regulations and timely, predictable and cost effective permitting services.

POLICY 3.7: Coordinate with property owners prior to street improvement projects to allow for additional property improvements, such as water stub-outs for future needs.

Note: See the City Center Implementation Strategy for recommendations intended to address the Downtown employment goal and policies listed here.

Downtown Housing

Housing contributes to the overall health of Downtown and supports business activity by enlivening the streets at all hours. In 2014, Downtown included approximately 1,650 dwelling units, with a population of about 2,640¹. Over the next 22 years, the number of dwelling units is expected to grow at an average rate of 66 units per year, depending on market conditions -- a total of 2,950-3,275 housing units by 2036. If this forecasted growth occurs, the Downtown population could increase to between 4,720 and 5,240 by 2036 (a 64%-190% increase).

2013-2036 Residential Development

	Developed Sq Ft	Housing Units	Residents
2013 Residential Development	1,232,000	1,650	2,640
2036 Estimated Total Residential Development	2,732,000 to 3,032,000	2,950 to 3,275	4,720 to 5,240

Housing diversity is key to accommodating a wide variety of people interested in living Downtown. Currently, Downtown lacks housing opportunities for middle- and upper-income households and larger families. Units with two or more bedrooms comprise just 23% of the rental unit supply. Additionally, most housing is in the form of apartments for rent, with ownership units comprising approximately 10% of the total housing units².

In 2013, 25% of the housing units Downtown were affordable units built by supportive service organizations such as the Bellingham/Whatcom Housing Authority and Catholic Housing Services. These projects receive a variety of local, state, and federal subsidies to provide housing for those living at or below the median family income. Downtown serves as a supportive location for these households, with easy access to transit and a network of services.

In 2011, the City conducted a housing inventory and analysis to identify the average cost, square footage, number of bedrooms and vacancies within the Downtown housing stock. The study showed that of the approximately 1,288 housing units surveyed, the predominant housing types were studio and one-bedroom apartments. Average rents were approximately \$1.05/sq ft. The vacancy rate was approximately 1%, which indicates a need for additional housing options.

¹ In addition, over 8,000 people lived within a quarter-mile of Downtown in 2013.

² Based on City records matching ownership with mailing address.

GOAL 3.2: Downtown housing accommodates an increasing and diverse residential population.

POLICY 3.8: Encourage development of a wide range of housing types that are affordable to all income ranges.

POLICY 3.9: Continue to promote the Multi-family Tax Exemption incentive as a benefit for both market-rate and affordable housing.

Sustainability

Sustainable communities contain a variety of housing and transportation options, with employment, services and recreation facilities close to home. Downtown development is often inherently sustainable. High-density development, a broad mix of uses, and excellent transportation options mean less dependence on the single-occupancy vehicle and the most efficient use of the available land supply. Infrastructure and public services such as streets, sidewalks, utilities and emergency services are already in place. Focusing growth in Downtown also diminishes the need for development outside the current urban growth area, helping to meet the City's infill and sprawl reduction goals. The goals and policies in this section are specifically aimed at the environmental aspect of sustainability.

***Sustainable development** is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. — Brundlandt Report*

The City can draw from numerous tools and resources when applying sustainable design and development principles to Downtown projects. The Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) rating system, EcoDistrict concept, and Greenroads rating system are examples of these models.

LEED-ND - The Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) rating system was developed by the U.S. Green Building Council to analyze whether a development project will achieve a more sustainable development pattern. City staff analyzed the Downtown Bellingham Plan and Development Regulations utilizing the LEED-ND criteria and found the district would score in the "Gold" level, primarily based on previous site development, mix of housing, jobs, recreation and services, a multitude of transportation options, and a compact street grid.

EcoDistrict Planning - An EcoDistrict is a model of public-private partnership that emphasizes innovation and deployment of district-scale best practices to create efficient and sustainable neighborhoods. Initiatives include efficient use of land and building resources, protection of the environment, support of the local economy, and fostering social equity. Cities around the world are creating EcoDistricts to use resources more sustainably. The Port and City of Bellingham have partnered to incorporate EcoDistrict planning concepts into the Waterfront District and a portion of the Downtown District.

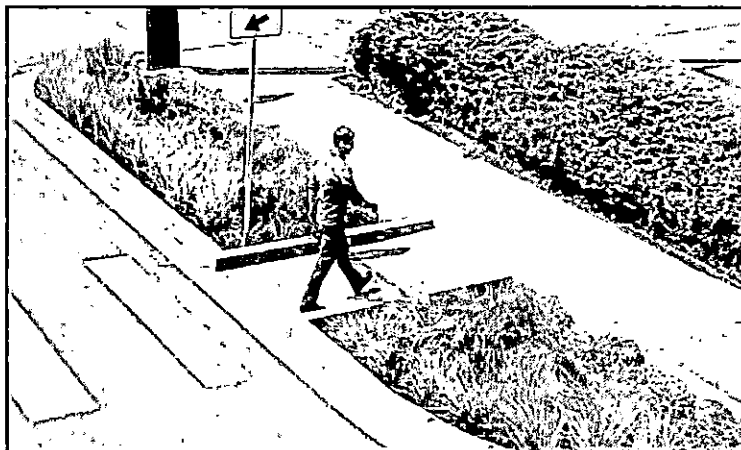
The Greenroads Rating System is a third-party, points-based system operated by the nonprofit Greenroads Foundation to certify sustainable roadway and transportation infrastructure projects. The system provides metrics to measure the benefits of design and construction practices that can be implemented on a project to earn points toward one of four certification awards. The elements of Greenroads are the standard in Bellingham; in fact, the City's Meador-Kansas-Ellis Trail project received a silver certification in 2011.

GOAL 3.3: Tools and resources, such as LEED-ND, EcoDistricts, Greenroads and other innovations are utilized when appropriate to facilitate sustainable projects.

POLICY 3.9: Ensure that City development regulations, design standards and permit review processes encourage the use of sustainable tools and resources.

POLICY 3.10: Promote energy conservation in City of Bellingham facilities and services.

GOAL 3.4: Design and construction of buildings Downtown include sustainable elements that contribute to a healthier, more livable community.



Thirty-six rain gardens were installed Downtown in 2014 as part of the Downtown Improvement Gardens ("DIG") Program.

POLICY 3.11: Encourage building owners to participate in energy efficiency retrofits and access incentive programs, such as the Community Energy Challenge, where appropriate.

GOAL 3.5: The impacts of untreated stormwater on Whatcom Creek and Bellingham Bay are reduced through the application of low-impact development techniques, such as on-site control measures and green stormwater infrastructure.

POLICY 3.12: Whenever possible, projects in the public right-of-way, such as streetscape improvements and stormwater systems, should incorporate bioswales, rain gardens and other green stormwater infrastructure elements.

POLICY 3.13: Encourage and provide incentives for on-site measures to reduce or eliminate runoff from private properties, such as green roofs and low-impact landscaping practices.

Note: See the City Center Implementation Strategy for recommendations intended to address Downtown sustainability goals and policies.

Historic Buildings and Resources

Historic buildings make up a key part of Downtown's character and represent tangible links to the past. Downtown's sense of place relies, to a large extent, on its historic buildings and landscapes. These assets attract tourists, shoppers, businesses and residents. Many grand historic buildings have been lost, making those that remain even more important if Downtown is to keep a link to its past.

The values associated with the preservation of historic resources include:

- Providing a link with the past;
- Establishing a distinct market image;
- Quickly making a building available for occupancy;
- Providing an attractive image;
- Supporting heritage tourism strategies;
- Supporting goals for sustainability by conserving resources; and
- Reinforcing Downtown's character.

The statement with the highest level of agreement in the Phase I "myDowntown" survey was that "historic buildings add to the character of Downtown".

The City can help foster rehabilitation of buildings and support renewed economic activity by incentivizing the reuse or repurposing of existing buildings ("adaptive reuse") and providing educational tools to encourage preservation. It is important to build on these actions and to address some of the critical risks and challenges that are facing Bellingham's historic core.

The Downtown Bellingham Historic Resource Survey, completed in 2012, identified properties and districts eligible for the National Register of Historic Places (NRHP), the Washington State Heritage Register (WHR), and the City of Bellingham's Register of Historic Places (BRHP).

GOAL 3.6: Downtown's historic buildings are preserved to maintain a link with the past and contribute to the social, economic and environmental vitality of the City.

POLICY 3.14: Consider developing the following incentives to encourage the preservation and rehabilitation of historic buildings:

- Improve the Historic Preservation Commission review process;
- Provide education and outreach regarding programs that support the redevelopment of historic buildings, such as the International Existing Building Code (IEBC), local and federal tax credits, and adaptive reuse;
- Create design education materials for historic commercial and residential buildings;
- Promote the connections between historic preservation and sustainability principles; and



The first floor of the Dahlquist Building on State Street was rehabilitated into a modern space.

- Develop a program to promote the benefits of the Downtown Bellingham National Historic District and to recognize outstanding restoration, rehabilitation and adaptive reuse projects by Downtown property and business owners.

POLICY 3.15: Encourage the public and private sectors to identify possible intact archeological resources at project sites through survey work and contact with the State Department of Archeology and Historic Preservation.

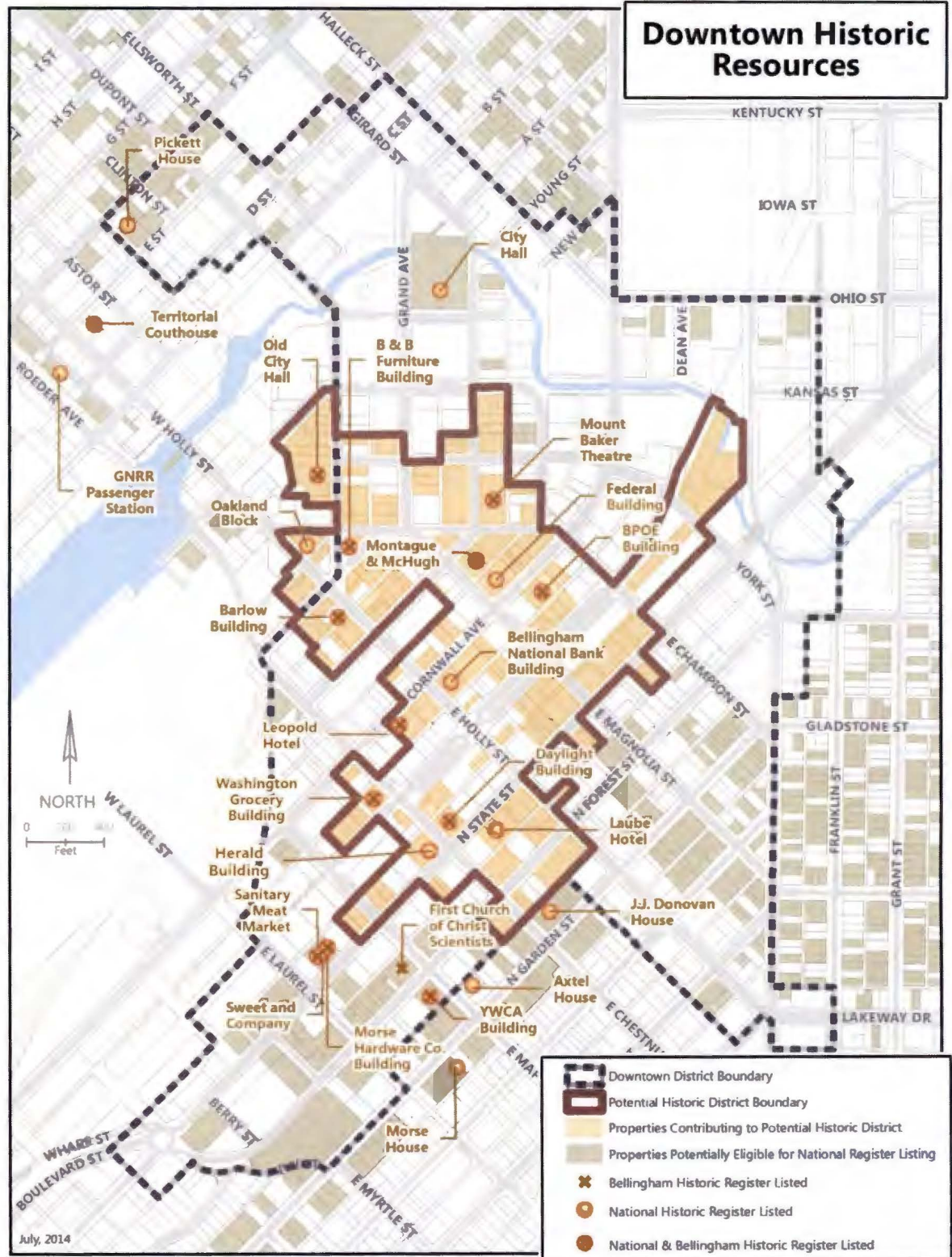
Many Downtown buildings have been restored, revealing original features previously obscured by applied storefronts. Clusters of architecturally-intact historic buildings have been nominated as a National Historic District.

POLICY 3.16: Encourage the removal of applied storefronts to restore the architectural character of historic buildings.

POLICY 3.17: Encourage businesses to use signage designed, sized and located primarily for pedestrians and compatible with the character of Downtown.



Removing a 1960's applied storefront revealed original brick on the historic Barlow Building in the Arts District.



Since 2002, new construction has been subject to the *City Center Design Standards*, resulting in many new buildings designed to create an attractive, pedestrian-oriented environment. All properties Downtown are subject to this design review for new construction and significant alterations to existing buildings. The guidelines neither dictate taste nor assure good design, but instead outline traditional elements of Downtown building design to ensure continuity in the streetscape and general development pattern, and to protect and enhance the character of Downtown.

POLICY 3.18: Ensure that development regulations and design standards encourage new buildings to be designed to be compatible with, and contribute to, the historic character of Downtown.

POLICY 3.19: The City should, whenever feasible, uncover, preserve, salvage and restore historic features such as rail tracks, brick streets, granite curbs, glass sidewalk prisms, and other features that tell the story of Downtown's layered history. If preservation is not possible, the City should photo document artifacts prior to removal.

Note: See the City Center Implementation Strategy for recommendations intended to address the historic resources goals and policies.

Capital Facilities

Capital facilities typically include water, sewer, stormwater conveyance systems, streets, parks, and government buildings. Some of these facilities are covered in other sections of the Plan.

Public Utilities

Public utilities Downtown include water, sewer and stormwater conveyance systems. The City has adopted City-wide plans for each of these systems that include an analysis of the existing facilities and a forecast for future needs. In general, the sewer, water and stormwater systems Downtown are adequate to meet future needs. One significant improvement for the sewer system is a new lift station (the Roeder Avenue Lift Station), scheduled to be constructed in 2017-2018. This \$15 million dollar project includes conveyance improvements along Roeder Avenue from Squalicum Creek Parkway to Whatcom Creek, and will provide capacity for additional Downtown development.

Public Buildings

The City owns a number of buildings Downtown, including City Hall, the Central Library, Police Department Headquarters, Municipal Court Building, Commercial Street Parking Garage, and the Federal Building. Whatcom County also has a number of facilities in the area, including the County Courthouse, Senior Center, Whatcom County Health Department, and a number of other County offices. Some of the City-owned buildings are addressed in more detail in Chapter 5.

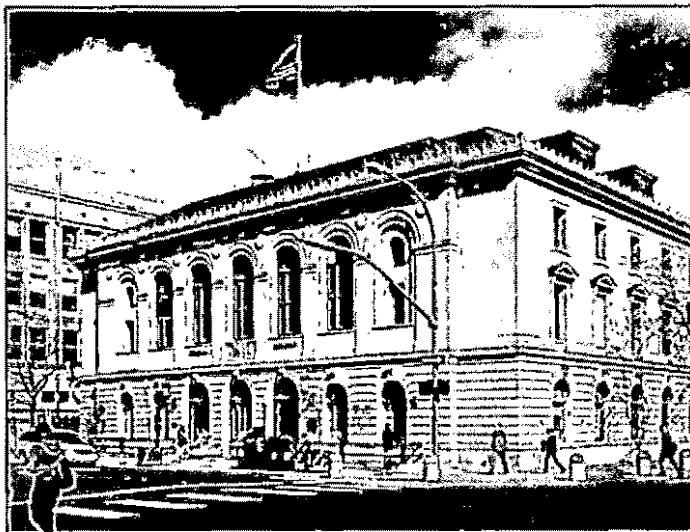
GOAL 3.7: Civic functions, cultural institutions and government services continue to be located Downtown whenever possible.

POLICY 3.20: Enhance the character of the Civic Center by maintaining or expanding institutional uses such as government offices.

Federal Building

The City acquired the Federal Building in 2004. This 100-year old historic building offers quality office and meeting room facilities in the core of Downtown. The building is currently being remodeled to allow relocation of several City governmental offices. This will increase the number of employees who will shop and eat Downtown, helping to boost economic activity in the area.

POLICY 3.21: Renovate the Federal Building to serve as governmental offices to increase positive activities Downtown.



Upgrades to the Federal Building will allow the City of Bellingham to locate public offices in this historic building.

Municipal Court Building

The Municipal Court Building on Girard Street was acquired by the City in 1999 to temporarily house the newly-created Municipal Court. The 31,000 square foot building was built in 1951 and previously used as a church. It has been determined that the growing needs of the community for a modern, safe and efficient court facility cannot be met by this building without significant investment.

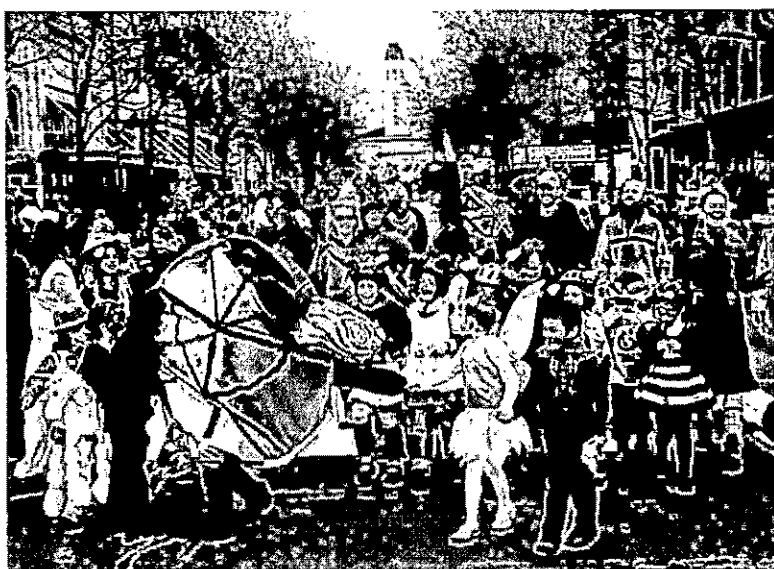
POLICY 3.22: When no longer needed for a court facility, the City should consider alternative uses for the Municipal Court property.

Note: See Chapter 5 for additional information regarding the Mt. Baker Theatre, the Bellingham Central Library and the Whatcom Museum buildings. Also, see the City Center Implementation Strategy for recommendations intended to address the goal and policies in this section.

A Safe and Welcoming Downtown

To capitalize on the many cultural and entertainment options available Downtown, people must feel safe and comfortable. The cleanliness, comfort, and safety of Downtown are key to attracting residential, business and tourism investment. Additionally, accessible tourist resources are essential to a positive visitor experience, and influence the likelihood of a future visit or positive recommendation.

81% of myDowntown Survey respondents agreed or strongly agreed that they feel safe Downtown during the day. Corroborating this response, Bellingham Police Department (BPD) statistics show that many of the 911 calls originating from Downtown are similar statistically to other commercial neighborhoods in Bellingham, reflecting that Downtown is generally a safe neighborhood. The number of calls are higher for Downtown when it comes to nuisance issues such as disorderly or malicious mischief, liquor law violations, driving under the influence convictions, assaults (typically between acquaintances) and graffiti.



Participants of the Procession of the Species parade fill the streets of Downtown Bellingham every spring.

Coupled with the statistics, the perception of safety can have an impact on the economic health and utilization of Downtown.

Behavioral issues outlined above are concerns of Downtown business owners and their patrons. Also, groups of people gathering on a street corner without purpose may not be breaking the law, but can be intimidating to some Downtown users.

The City and its partners in mental health, homeless, low-income housing, and other human services continue to work together to address broad societal issues that tend to manifest in an urban

environment. There have been several iterations of this effort, including the "Downtown Community Safety Alliance (DCSA)". In 2012, this group met to learn about current crime statistics/trends, understand what each organization was currently working on and services they provide, and to brainstorm tools to address some of the behavioral issues of concern.

In 2014, Bellingham Mayor Linville convened the Community Solutions Workgroup, comprised of DCSA participants, community stakeholders and City staff to prioritize public health and safety solutions for various challenges facing the community, especially in Downtown. The goal is to make people feel safe Downtown and provide services for those in need. Issues addressed included homelessness, alcohol/drug consumption, Maritime Heritage Park programming, an ambassador program, social service coordination, police/community coordination, nuisance laws, and improving communication between agencies and the Downtown neighborhood.

In addition to daily foot and bike patrol officers, the Bellingham Police Department also helps contribute to the sense of safety Downtown by offering free services such as consultation to property and business owners on **Crime Prevention through Environmental Design (CPTED)** techniques. The goal of CPTED is to prevent crime by designing a physical environment that positively influences human behavior. The proper design and effective use of the built environment can lead to a decrease in crime and fear of crime, and can improve quality of life.

The Community Solutions Workgroup identified key issues and potential solutions that should be addressed in an action plan in early 2014.

GOAL 3.8: Downtown is a safe and welcoming place for all ages and walks of life.

POLICY 3.23: Prioritize and implement the recommendations from the Community Solutions Workgroup.

POLICY 3.24: Strengthen partnerships with local business networks, human service providers, and mental health agencies to address behavioral and safety issues Downtown.

Because Downtown represents the "face" of the community, keeping it clean and comfortable are of utmost importance in making a good first (and lasting) impression. "Cleanliness, landscaping, and sidewalk design" were identified as the #2 priority in the myDowntown Survey. In other areas of the City, property owners in commercial and residential districts are responsible for maintaining the public areas abutting their property, but in Downtown a City-funded work crew maintains cleanliness on the sidewalks.

POLICY 3.25: Continue to maintain a clean, attractive Downtown streetscape that includes hanging flower baskets, landscaped flower beds, street trees, and potted plants.

POLICY 3.26: Encourage property owners to activate dead spaces and blank walls by adding exterior windows, removing tinting from windows, and improving the space in front of their buildings using Placemaking and Crime Prevention through Environmental Design (CPTED) tactics.

POLICY 3.27: Partner with Downtown business owners, property owners and organizations to provide services to maintain and improve the cleanliness and environmental health of Downtown.

POLICY 3.28: Support initiatives to create a Downtown Business Improvement District to fund projects and provide services such as cleaning streets, providing security, making capital improvements and marketing the area.

Note: The City Center Implementation Strategy and the Community Solutions Workgroup Action Report include specific recommendations intended to address the Downtown safety goal and policies.

CHAPTER 4: LAND USE AREA DESCRIPTIONS

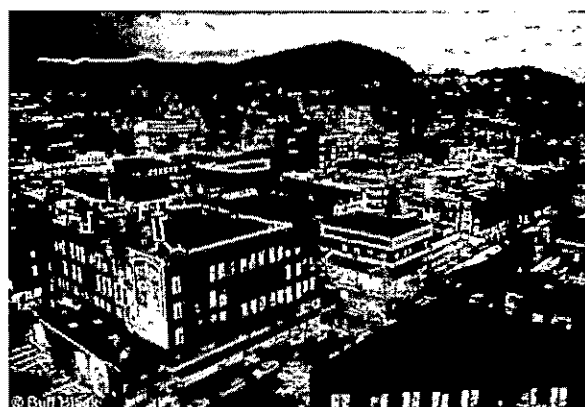
To ensure development is appropriately scaled and designed, and to encourage uses that are compatible with each other and the surrounding neighborhoods, Downtown is divided into commercial, industrial, and residential land use areas. The purpose of these areas is to establish goals, policies, zoning and development regulations that require development to be consistent with the desired intensity, physical and aesthetic characteristics, and neighborhood scale in each area. All Downtown development and substantial redevelopment is subject to the *City Center Design Standards*. These design standards emphasize the pedestrian environment, preservation of historic buildings, and compatibility of new development with the existing architectural character.

The Downtown land use areas are further defined as Commercial Core, Commercial Transition, Industrial Transition, and Residential Transition-1 and Residential Transition-2. A brief description of each area and supporting goals and policies are outlined below.

Commercial Core (CC)

The Commercial Core (CC) area is intended to be the most densely developed area within Downtown, with the highest concentration of employment, services, entertainment and housing. The wide range of allowed land uses, including retail, office, recreation, governmental facilities, parks and open space, are supported by well-developed transportation facilities and contribute to the activity within the urban environment.

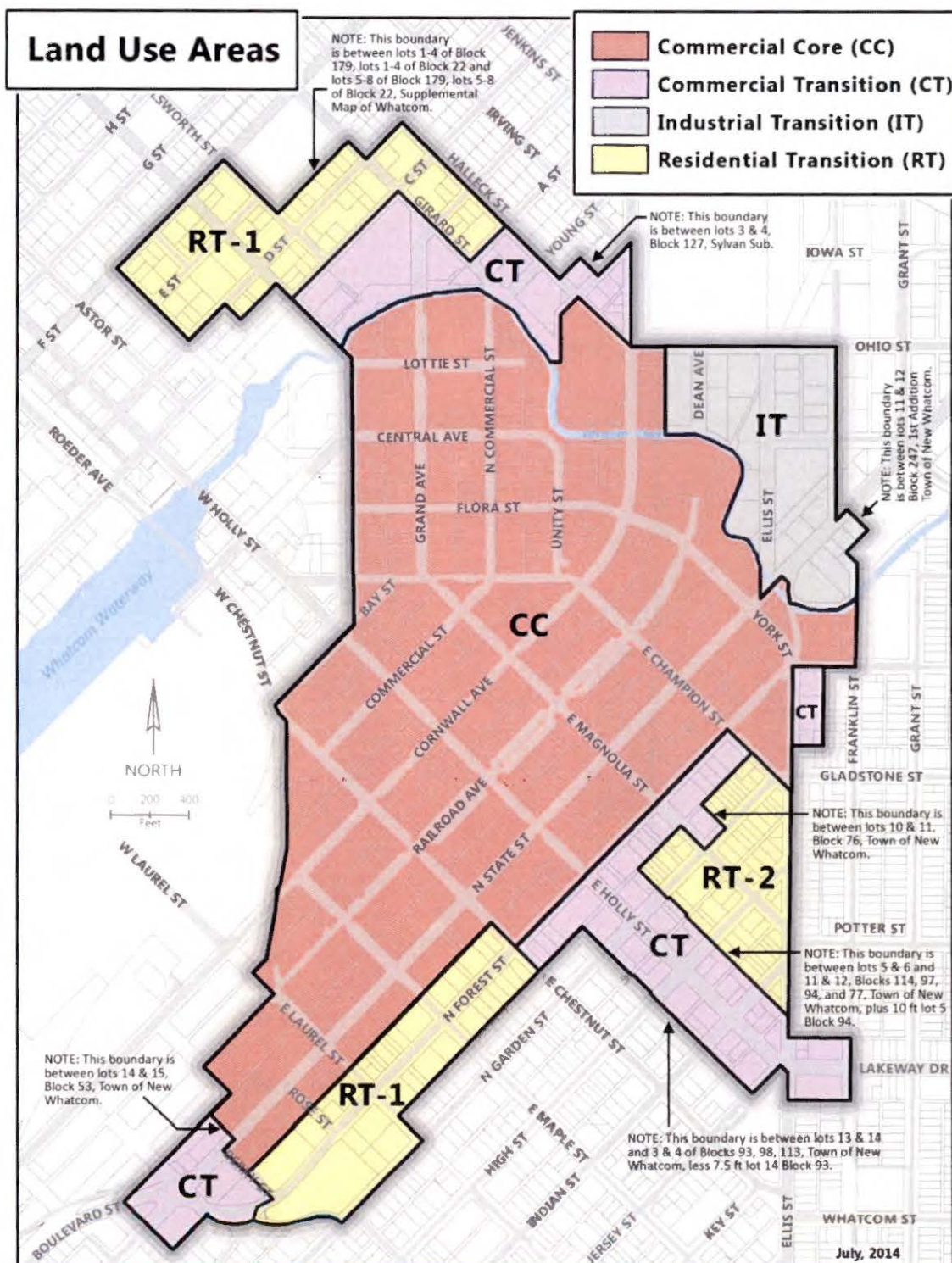
The majority of existing buildings in the CC are less than 35 feet tall, although several exceed 55 feet. Development regulations encourage taller buildings, masonry construction, structured parking and a range of uses. The *City Center Design Standards* are intended to promote compatibility with existing buildings and street character, and emphasize street level design to enhance the pedestrian experience.



The Commercial Core lights up at night.

By 2010, the increase in residential units in the CC prompted City Council to adopt an Entertainment District Ordinance to regulate sound from music venues within a defined area. The Entertainment District Ordinance recognizes that while music venues add to the vibrancy and economic vitality of the City, Downtown residents should not be unreasonably disturbed by excessive late night noise. Disturbances have been limited by establishing a boundary and list of criteria for law enforcement to consider when evaluating complaints related to music-related noise within the Entertainment District.

GOAL 4.1: The Commercial Core area is economically healthy, unique and attractive, offering a full range of employment, housing, retail, cultural and recreational opportunities.



POLICY 4.1: Downtown zoning and development regulations encourage and allow a full range of high-quality mixed-use development options that include ground floor retail, a mix of housing types, offices and entertainment.

POLICY 4.2: Continue to invest in public facilities located in the Commercial Core such as the Central Library, City Hall and Federal Building.

POLICY 4.3: Improve the quality of the pedestrian experience throughout the Commercial Core.



Bellingham City Hall is located in the Civic Center, part of the Commercial Core.

COMMERCIAL CORE LAND USE DESIGNATION: Commercial

Commercial Transition (CT)

The Commercial Transition (CT) areas are located on the periphery of the Commercial Core and bordered by residential areas. These areas include several of the primary gateways into Downtown: the Holly Street corridor, the Forest Street gateway from the south, Cornwall Avenue and Dupont Street.

Permitted commercial uses in the CT zone are similar to those found in the Commercial Core. The three CT areas provide an opportunity for dense but appropriately-scaled mixed-use development near the commercial core. To address potential impacts and ensure an adequate transition to adjacent residential areas, CT development regulations include limits on building height.

GOAL 4.2: The Commercial Transition areas are developed with commercial and residential uses at a scale and intensity appropriate for an area transitioning to a residential zone.

POLICY 4.4: Allowed uses and development regulations in CT areas encourage appropriately-scaled development to provide a transition between the Commercial Core and the adjacent residential neighborhoods.

POLICY 4.5: CT zoning regulations and/or design standards require commercial and residential buildings to have a direct interface with the sidewalk to support a positive pedestrian experience.

COMMERCIAL TRANSITION LAND USE DESIGNATION: Commercial

Industrial Transition (IT)

The Industrial Transition area contains a well-established mix of industrial and commercial uses and is a successful employment zone.

The IT area is intended to accommodate a compatible range of industrial, commercial and residential uses to create a dynamic and eclectic setting that fosters business incubation. Industrial activities are limited to those that do not create excessive noise, smoke, odors or other objectionable nuisances. Permitted residential uses are intended to be included within mixed-use buildings and located above the first floor.

GOAL 4.3: The Industrial Transition area is developed primarily with industrial and commercial uses, with residences integrated to provide an eclectic live-work environment.



The live-work development along Whatcom Creek in the 1700 block of Ellis Street exemplifies the type of residential / commercial / industrial mixed-use development desired in the Industrial Transition subarea.

POLICY 4.6: The Industrial Transition zoning provides the opportunity for a thriving job base and additional residences to be located near the Downtown core.

POLICY 4.7: Design standards and development regulations allow new construction in the Industrial Transition area to be more industrial in style, massing and materials.

INDUSTRIAL TRANSITION LAND USE DESIGNATION: Industrial

Residential Transition (RT)

The Residential Transition areas abut residentially-zoned neighborhoods at the north and south ends of Downtown. These areas provide a variety of housing options and low-intensity commercial uses within walking distance of Downtown employment, services and amenities. One of the main goals for the RT areas is to retain the residential character and preserve and adaptively reuse historic buildings. New uses and development is compatible in style, scale and materials. In addition to residential uses, neighborhood-oriented services, such as a hair salon or corner store, are permitted in the RT areas.

The Residential Transition-1 areas are located in the Lettered Streets and Sehome Neighborhoods. The Lettered Streets section is flat in topography, and includes municipal parking facilities, Municipal Court, and several medical, dental and professional offices. The Sehome section of RT-1 is characterized by relatively level benches broken by steep hillsides. It is currently developed with a mix of single and multifamily housing, offices, and institutional uses such as churches and meeting halls.

The Residential Transition-2 area is located in the York Neighborhood and contains a mix of historically significant single-family residences and two historic churches, as well as several newer commercial buildings. The area was identified in a 2009 historic resource survey as being potentially eligible for the National Register of Historic Places as a historic district. Limited commercial uses, a lower height limit and housing density further support historic preservation in this unique area.

GOAL 4.4: The historic character of the Residential Transition areas is maintained while appropriate and compatible infill development occurs.



The existing historic residential character in the RT-2 subarea includes single-family homes.

- POLICY 4.8:** Encourage preservation and adaptive reuse of historic buildings, including single-family residences, as infill occurs.
- POLICY 4.9:** Encourage the design of alterations and additions to existing buildings to be compatible with historic features.
- POLICY 4.10:** Maintain the existing streetscape, especially in the RT-2 zone, with sidewalks separated from the street curb by landscaping, street parking, and development having windows and prominent front entries oriented to the street.

RESIDENTIAL TRANSITION LAND USE DESIGNATION: Multifamily Residential, High Density

Note: See the City Center Implementation Strategy for recommendations intended to address the Downtown land use goals and policies listed in this chapter.

CHAPTER 5. DOWNTOWN ACTIVITIES AND TOURISM

Arts, Culture and Entertainment

Downtown Bellingham's arts and cultural activities provide a wide range of attractions and settings, including exhibits in museums and galleries; the performing arts; the architectural arts expressed through new and historic buildings and heritage tours; murals, sculptures, and other urban art.

On any given night, music emanates from Downtown venues, drawing crowds to listen to a variety of music styles. Occasionally, Downtown's streets and alleys serve as the platform for concerts and small festivals such as Downtown Sounds, a weekly summer concert series held on Bay Street. Balancing the interests of music fans and Downtown residents will be an ongoing issue as more people choose to live Downtown.

GOAL 5.1: Downtown's concentration of art galleries, live music, theatres, museums, the Central Library and other creative and cultural destinations is cultivated, expanded and promoted.

Arts District In 2002, the City of Bellingham and Whatcom County formed the Bellingham/Whatcom Public Facilities District and identified an area within the Commercial Core as a regional center for culture and the arts. The Arts District connects Downtown to the Old Town and Waterfront Districts, and includes assets such as the Mount Baker Theatre and Whatcom Museum. The Arts District Conceptual Plan contains the specific vision for this area.

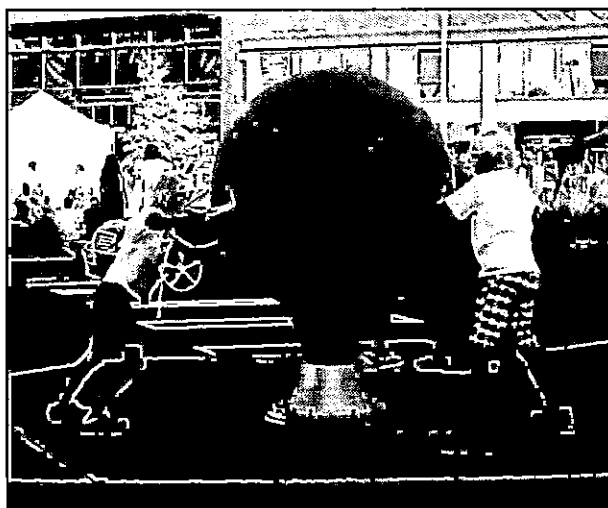
POLICY 5.1: Maintain a healthy mixed-use environment that respects the needs of both residents and late night venues, as outlined in the City's Entertainment District ordinance.

POLICY 5.2: Encourage better design and construction practices to reduce unwanted sound transmission arising from musical and other entertainment establishments, minimizing potential conflicts with residents and other users of Downtown.

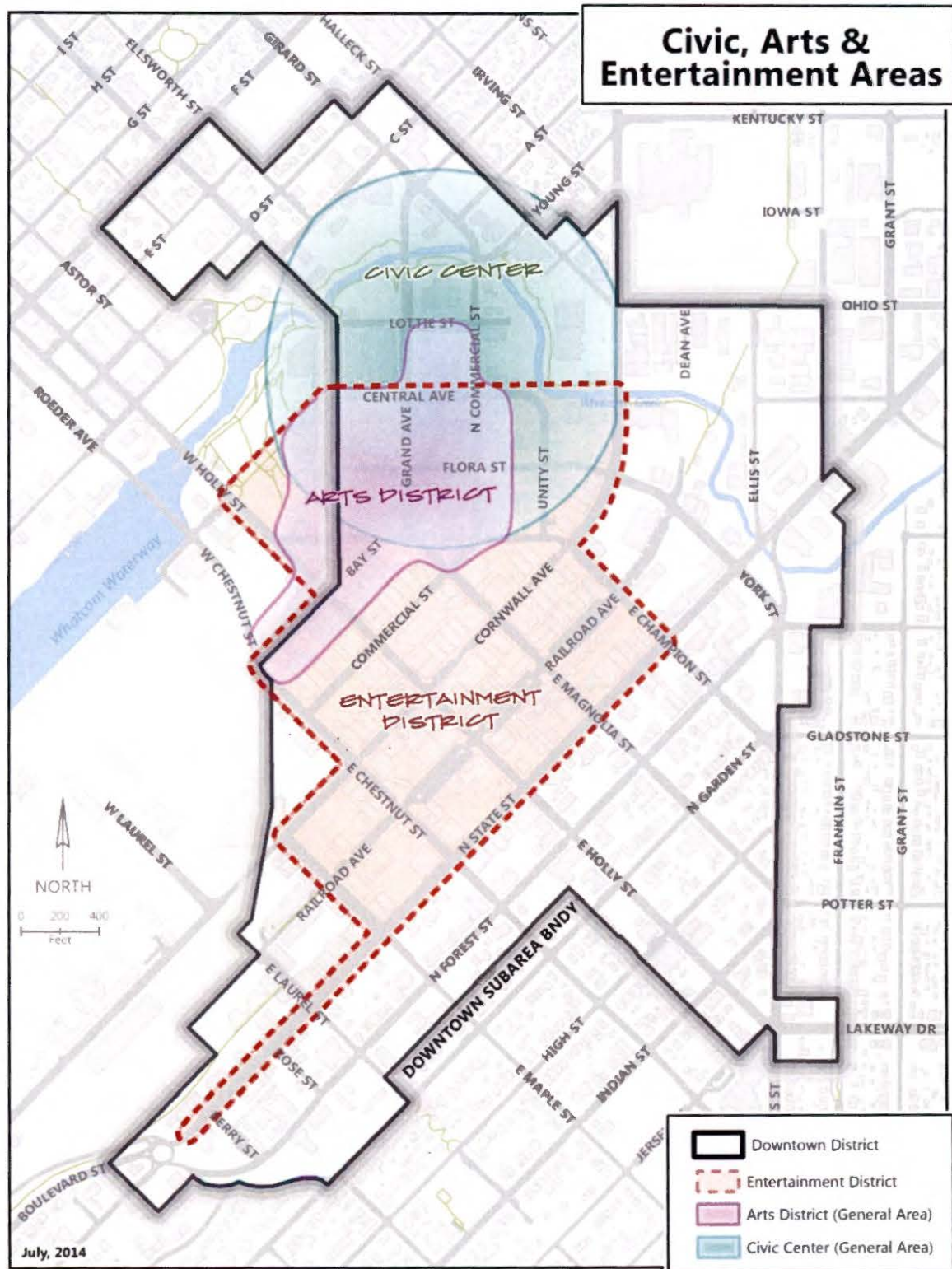
POLICY 5.3: Highlight Downtown's entertainment and cultural offerings in tourism materials.

POLICY 5.4: Incorporate art wherever possible into the Downtown streetscape, including the small triangular spaces at the ends of blocks where differing street grids intersect.

POLICY 5.5: Continue to foster partnerships between property owners and arts organizations to create street-level interest in vacant ground floor commercial spaces with pop-up galleries and art in display windows.



Downtown public art draws interest from visitors of all ages.



- POLICY 5.6: Enhance and upgrade the City's Downtown outdoor art collection.
- POLICY 5.7: Encourage private and public galleries and other art venues to locate Downtown, especially within the Arts District.
- POLICY 5.8: Enliven Downtown streets by allowing and encouraging street performers.
- POLICY 5.9: Continue to support the performing and visual arts as important Downtown attractions.
- POLICY 5.10: Support community arts events, such as monthly "First Friday Art Walks".
- POLICY 5.11: Support educational or entertainment activities and events for all ages at the Central Library and its adjacent lawn, within the public right-of-way, and on other City-owned Downtown properties to activate public spaces.



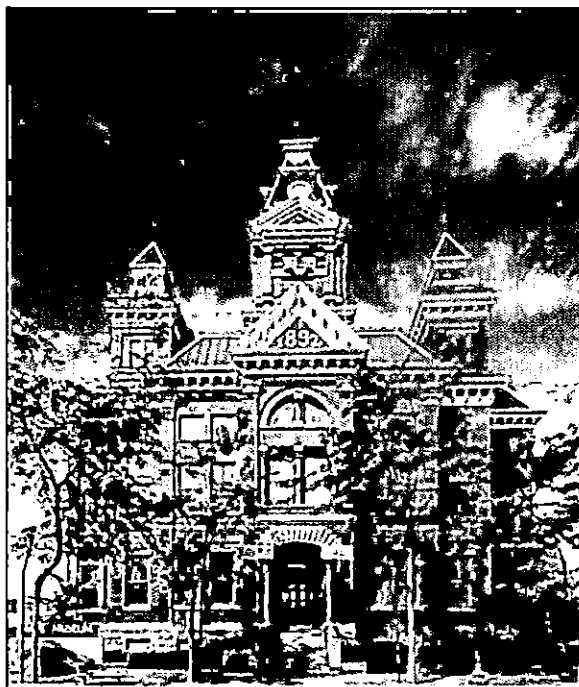
The Lightcatcher building was added to the Whatcom Museum campus in 2009.

The Arts significantly impact the economy of Downtown, not only by providing jobs within the industry, but also by attracting customers who go on to spend money on surrounding restaurants, bars and services.

Whatcom Museum

The Whatcom Museum provides cultural, natural, and historical education and exhibitions at three distinctive buildings in Downtown's Arts District: Old City Hall, the Syre Education Center and the Lightcatcher building.

- POLICY 5.12: Support the ongoing expansion and exhibitions of the Whatcom Museum campus as a regional destination.



Old City Hall is part of the Whatcom Museum campus.

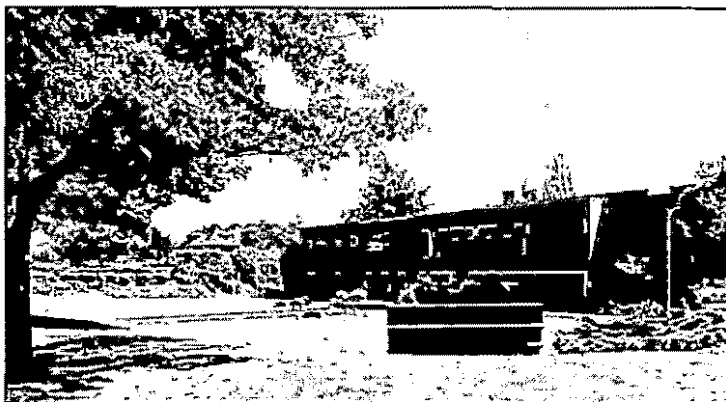
Mount Baker Theatre

The iconic Mount Baker Theatre is the largest performing arts facility of its kind north of Seattle. Owned by the Bellingham-Whatcom Public Facilities District (a partnership between Bellingham and Whatcom County) and managed by the non-profit Mount Baker Theatre board, it is housed within the City's original City Hall, a beautifully-restored 1927 architectural treasure, listed on the National Register of Historic Places. The theatre hosts world-class performances in a wide realm of genres, catering to a variety of ages and interests.

POLICY 5.13: Support the maintenance, restoration, construction and expansion of major cultural facilities such as the Mt. Baker Theatre and the Bellingham Central Library.

The Bellingham Library

The Bellingham Central Library is located in the Civic Center. The current building housing the library was constructed in 1951, and added onto in 1983. The Library Board of Directors has, in recent years, engaged the community in a discussion regarding the future of the facility. In 2013, the board adopted a five-year strategic plan that includes a goal to replace the current facility.



Replacement of the Bellingham Central Library is a Downtown priority.

Because libraries generate a steady stream of visitors, they have the ability to act as a destination attraction and catalyst for place-based economic development. A new facility in Bellingham could further boost the library's use. For example, the Seattle Public Library doubled the use of their library from 4,000 to 8,000 visitors a day when a new building was built in 2004. A new or expanded library would bring even more people (customers) to

Downtown, adding to the vitality of the area. The library could serve as an anchor tenant in a new, mixed-use development, while contributing to Downtown economic development. If strategically located, a new library could also spur redevelopment of the area around it and add to the appeal of living or doing business Downtown.

GOAL 5.2: Civic uses, such as a new Central Library, reflect the community's needs and vision well into the future and promote connections between other key cultural facilities.

POLICY 5.14: Locations for civic facilities, such as the Central Library, should help stimulate Downtown commercial and retail activity and redevelopment.

Note: See the City Center Implementation Strategy for recommendations intended to address the Downtown arts, entertainment and cultural facilities goal and policies listed in this chapter.

Downtown Tourism

An analysis of tourism trends in Whatcom County found that one of the most common activities for visitors is to spend time sightseeing in Downtown Bellingham³. This is largely due to the ambiance and authenticity of Downtown, the dining and entertainment options, and the cultural and arts amenities described earlier in this chapter. Interest in Downtown tourism experiences continues to grow.

The Bellingham-Whatcom County Tourism Bureau promotes Bellingham as authentic and natural, appealing to those that seek experiences in the natural environment, as well as in the area's cultural heritage.⁴ Sometimes referred to as "geo-tourists", these people prefer traveling to places where tourism sustains or enhances a community's character - its environment, culture, aesthetics, heritage, and the well-being of its residents. Among other outcomes, geo-tourists seek rewarding cultural experiences and authenticity. They may enjoy walking through historic neighborhoods and strolling, shopping and dining in architecturally-interesting historic areas.

Bellingham is well positioned to benefit from the expanding heritage tourism market. Providing an attractive streetscape and shopping environment, rehabilitating historic buildings and developing an overall branding and marketing package will help promote the historic character of the City Center.

GOAL 5.3: Downtown Bellingham is an increasingly attractive destination for tourists.

POLICY 5.15: Encourage investment to bring new hotels, motels and/or hostels to Downtown.

POLICY 5.16: Enhance the way-finding experience of visitors Downtown by providing signage, clear driving directions, information kiosks, a visitor's center, and pedestrian amenities.

POLICY 5.17: Promote Downtown as a historic destination.

POLICY 5.18: Support efforts to develop a unified brand image and advertising campaigns, highlighting easy access, energetic atmosphere, unique history and strong local economy.

POLICY 5.19: Encourage coordination of the Arts, Tourism, and Historic Preservation commissions and the Museum and Design Review Boards to reinforce and coordinate their respective goals and missions.

POLICY 5.20: Work with the Bellingham-Whatcom Tourism Bureau and others to staff a Downtown tourist welcome center and to promote Downtown's historical, cultural, arts and other entertainment activities.

Note: See the City Center Implementation Strategy for recommendations intended to address the Downtown tourism goal and policies listed in this chapter.

³ Bellingham and Whatcom County Tourism Analysis and Recommendations, Dean Runyan Associates, 2010.

⁴ 2003 Bellingham / Whatcom County Tourism Bureau Branding Strategy.

CHAPTER 6. PARKS, OPEN SPACE AND PLACEMAKING

Downtown's location on the bluff overlooking the waterfront offers spectacular views of Bellingham Bay. Access to trails, wooded areas, and parks within ½-mile walking distance is available from many points Downtown. This chapter provides an overview of existing park amenities, ideas for enhancing underutilized public areas, and a future vision for a plaza and parks within Downtown and the greater City Center Neighborhood.

Inviting and useable public spaces are integral to the success of an evolving Downtown. Studies show the health benefits of nature are especially important in an urban environment where a fast-paced life surrounded by hardscape has historically been the norm.⁵ Safe, inviting, and comfortable public parks, plazas, trails and open space are vital for urban livability, quality of life, and the overall success and health of a growing downtown.

The guiding values and principles for parks identified in the *Parks, Recreation, and Open Space* (PRO) Plan chapter of the *Bellingham Comprehensive Plan* form the basis for this chapter. The PRO Plan includes the most recent maps of the parks, trails and open space located not only Downtown, but throughout the rest of the City.

Maritime Heritage Park

Maritime Heritage Park (MHP) was designed to serve a broad range of activities and users within a one-mile radius. Although technically located in the Old Town District, MHP serves as one of the primary open spaces and recreational resources for the Downtown area.



Maritime Heritage Park is an important open space amenity for not only those who live and work Downtown, but also the broader community.

Current amenities include a large grassy lawn and riparian trail system with native plant interpretative signs. Access to Whatcom Creek, the Whatcom Museum on the bluff, Old Village Trail, and the waterfront make this park a key connecting point between multiple Downtown amenities. Views of Bellingham Bay from the amphitheater are stunning. Shade trees, benches and a sculptural fountain also provide additional areas of interest. In the future, Maritime Heritage Park will also serve as a key connector, via Central Avenue, to the large network of public parks, shoreline access and trails associated with the Waterfront District.

⁵ <http://depts.washington.edu/hhwb/>

Unfortunately, the park is currently underutilized and has become a popular place for loitering and criminal activity. In 2013, a work group was formed to identify strategies to revitalize the park. The group conducted an analysis of the park's conditions and developed a series of prioritized recommendations. *The Maritime Heritage Park Report and Recommendations* addresses many of the safety and other issues that were raised during the process to develop the Downtown Bellingham Plan. The Old Town Subarea Plan also contains strategies for improving the function and safety of the park.

GOAL 6.1: Maritime Heritage Park fully realizes its function as a destination park for Downtown residents, the greater Bellingham community and visitors.

POLICY 6.1: Partner with community organizations to provide an ongoing variety of programmed activities in the park.

POLICY 6.2: Establish an active use in the Environmental Learning Center.

Note: See the City Center Implementation Strategy for actions intended to implement the Maritime Heritage Park Report and Recommendations.

Bellingham's Town Square

Historically, urban public squares have been host to many political, social and economic activities. Modern plaza development in the United States has been hindered by competing uses such as private building construction and space for parking and traffic maneuvering.

Successful town squares have a number of common elements, including prominent architectural features, a multitude of activities for all interests, food vendors, play areas and amenities such as seating areas for movies, concerts or other group activities. Depot Market Square serves this function during the Farmers Market and other community events; however, the desire for a true town square in the heart of Downtown was identified throughout the "myDowntown" public process. The identification of a new town square should take into account the elements necessary to ensure its success as a thriving public space. Ideally, a town square would be located in an area of Downtown not currently served by a park, plaza or other community gathering facility.

GOAL 6.2: Bellingham has a vibrant town square in the heart of Downtown.

Plaza/Placemaking Opportunities

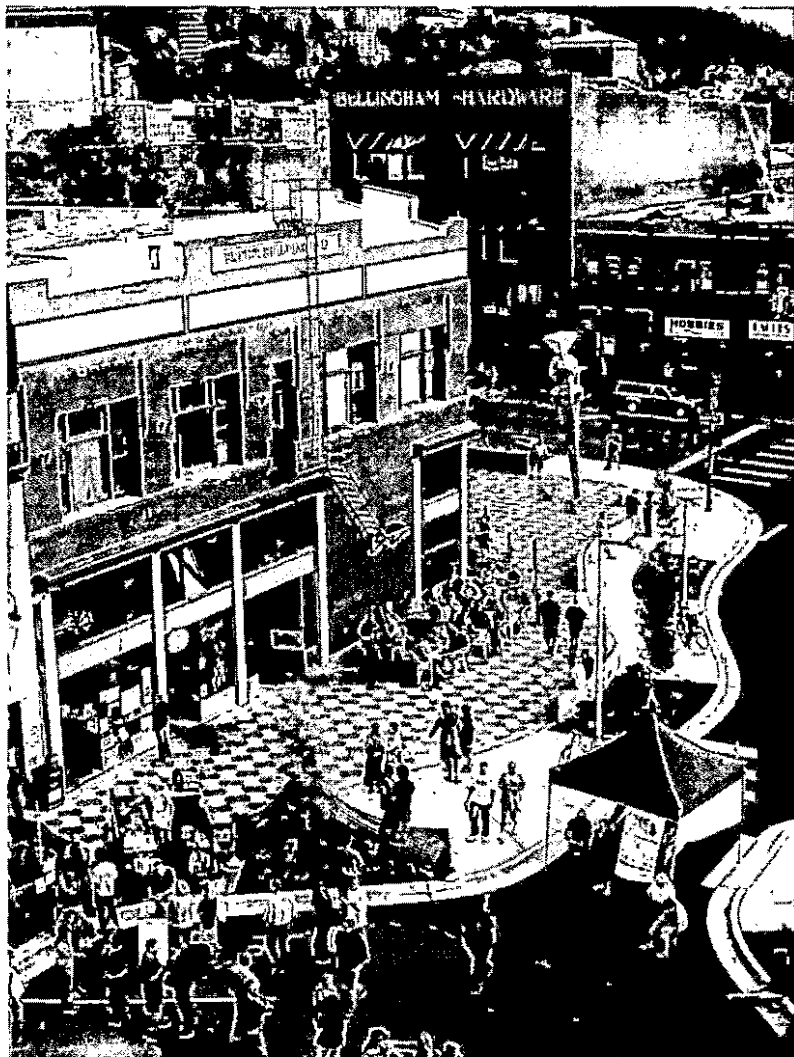
Downtown contains several small plazas and underutilized areas within the public right-of-way that provide open space amenities for the district. Often, the management and purpose of these areas are unclear. The City can take an active role in promoting the use of these spaces so that they are more visible to the public.

An excellent example of Placemaking is the retrofit done in 2009 at the corner of Bay, Holly and Prospect Streets. The project established a gateway to the Arts District by repurposing a

Using Placemaking to Activate Public Spaces

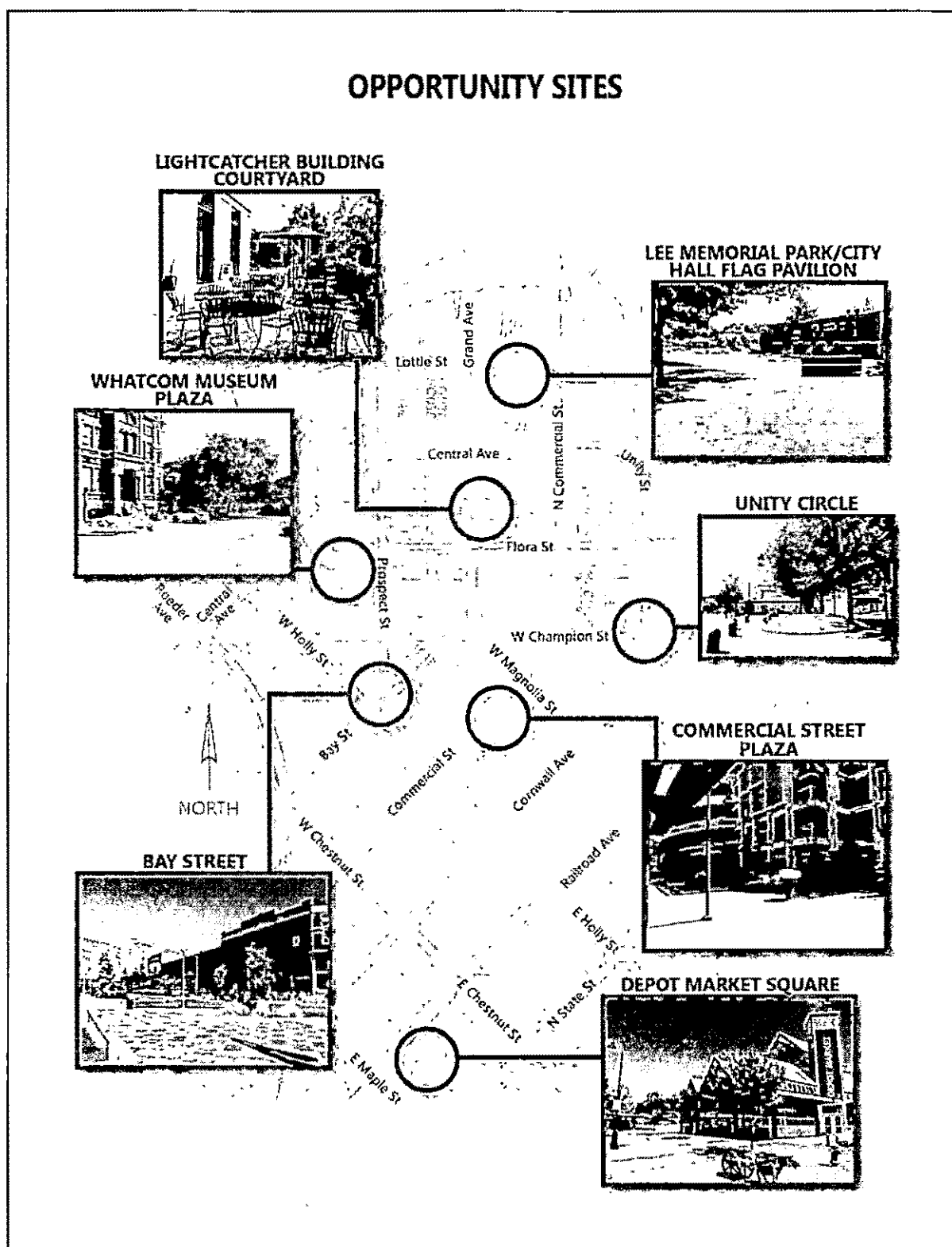
- The core principle of Placemaking is to focus on activities over aesthetics – what people are doing in a public space should drive what it looks like.
- Any great place should offer at least 10 things to do or 10 reasons to be there.
- Starting with inexpensive and/or experimental improvements allows users to test what works and what doesn't prior to making large financial expenditures.
- For more information, visit *Project for Public Spaces*: www.pps.org

traffic lane, widening sidewalks, and incorporating artistic streetscape elements and artwork. The additional space now accommodates businesses spilling out onto the sidewalks and plaza area, and facilitates outdoor community events on Bay Street, including the perennially popular Downtown Sounds concert series.



Improvements to Bay Street created additional public space. Nakano and Associates.

OPPORTUNITY SITES



GOAL 6.3: Plazas and pocket parks draw people to use public spaces in a variety of positive ways.

- POLICY 6.3:** Encourage use of new and existing public spaces by incorporating amenities and opportunities for interactive play and functions that serve all ages and demographic groups.
- POLICY 6.4:** Review and prioritize investment in identified Opportunity Sites.
- POLICY 6.5:** Conduct short-term experimental uses of public assets for community events and public outdoor space. This could include temporary street closures, events on the Commercial Street Parking Garage rooftop, and creative use of sidewalk space.
- POLICY 6.6:** Seek opportunities to expand on the successes of the Bay Street Plaza.

Depot Market Square

Bellingham's Farmers Market began 20 years ago in a parking lot on Railroad Avenue at the site of the City's first railroad depot. With financial support from the City and community advocates, Depot Market Square was built in 2006. On Saturdays, the site comes to life as the home of the Bellingham Farmers Market, a weekly activity that makes the Depot Market Square a hub of Downtown activity. Over 2,000 visitors flow through the market each week, perusing a variety of farm, craft, botanical and food stalls. They often continue on to patronize other Downtown businesses. The Farmers Market is one of the most treasured Downtown traditions and provides an anchor to the area. The Market also serves as a catalyst for new businesses, some of which go on to create their own permanent Downtown storefronts.

"The Farmer's Market is more than just a place to buy fresh produce and hand-crafted products. It fosters a social life and acts as a gathering place for friends and family. Not only is it a place for locals to congregate, but the market is also a tourist attraction. The market brings many people Downtown that might not otherwise come". - Mike Finger, first board president, Farmers Market

During the remainder of the week, the Depot often is vacant, except for one retail space and a parking lot scattered with vehicles. During the "myDowntown" planning process, workshop participants

brainstormed ideas for how to activate this space to maximize its use as a public amenity year-round. In 2013, the Parks and Recreation Department took over the programming of the facility and is promoting the space for more community events.



Depot Market Square comes to life during the Farmers Market.

GOAL 6.4: Depot Market Square fulfills its potential as a community gathering space and a popular Downtown venue used for a variety of events and activities.

POLICY 6.7: Encourage and support establishment of a year-round Farmers Market.

POLICY 6.8: Continue to experiment with temporary closure of Railroad Avenue during market days.

POLICY 6.9: Enliven the Depot by adding retail and food services, programming the space for community events/competitions/etc., incorporating tables and movable furniture, and installing a permanent outdoor performance space.



An architect's rendering of an activated Depot Market Square. Zervas Group.

Commercial Street Plaza

This small public plaza northeast of the City's public parking garage has been enhanced over the years with the addition of art, landscaping, and street furniture. The plaza provides access to one of the only public restrooms Downtown.

Unity Circle

This swath of wide public sidewalk west of Cornwall and Magnolia Streets has historically been used as an informal gathering place, with a few benches and a grassy knoll. Benches and temporary artwork were removed in 2012, leaving the space unused and bare. Uses in close proximity include one of Downtown's only child care facilities and a large residential development blocks away at Walton Place. Children living in and visiting these areas could benefit from the use of this open space.

Whatcom Museum (Old City Hall) Parking Lot

The parking lot behind the Whatcom Museum contains a view of the San Juan Islands and Bellingham Bay, several pieces of public art, open space, and a trail to Maritime Heritage Park and the waterfront below. Some of the space is currently used for onsite parking; however, the area, including the alley along the north boundary of the Museum, has been identified as a potential public amenity and an important connection between the Arts District and Old Town.

POLICY 6.10: Use Placemaking, art, and other enhancement tools to improve and expand the public spaces and/or increase activities at the Commercial Street Plaza, Unity Circle, the Whatcom Museum parking lot, City Hall Flag Pavilion, Central Library lawn and Bay Street Plaza.

Note: See the City Center Implementation Strategy for recommendations intended to address the town square, parks, plazas and Placemaking goals and policies listed in this chapter.

Trail Connections and Open Space

Trails leading to and from Downtown provide a pleasant recreational experience for pedestrians and bicyclists. They also serve as part of the transportation network between neighborhoods, parks, schools, open space, civic facilities and commercial centers. These trails connect Downtown to adjacent and nearby neighborhoods and provide a more leisurely route than sidewalks and streets.

GOAL 6.5: Visitors and residents have well-connected, safe and pleasant ways to walk or bike to, from, and through Downtown, and can easily access nearby parks and trails.

POLICY 6.11: Continue to develop a coordinated circulation system with wayfinding and connections to existing trails and abutting neighborhoods to facilitate non-motorized transportation use and bring more people Downtown from adjacent neighborhoods.

POLICY 6.12: As redevelopment and infill continue to occur, seek partnership opportunities to add plazas and walkways that will enhance the existing open space network serving the urban core.

POLICY 6.13: Encourage participation in the City's "Adopt a Trail" program to promote stewardship of the trails that serve the Downtown area.

South Bay Trail

The South Bay Trail is one of the most utilized trails in the City, with especially high pedestrian and bicycle counts where it intersects with Wharf Street. And no wonder - this amazing recreational and transportation amenity connects Downtown to the Sehome and South Hill Neighborhoods, Boulevard Park, and the Fairhaven Urban Village, and ultimately to the Chuckanut mountains and Larrabee State Park, passing through some of the most beautiful shoreline scenery in the Bellingham.

Old Village Trail

The Old Village trail connects Downtown to Elizabeth Park and provides a serene pathway from Downtown to the Lettered Streets and Columbia Neighborhoods. Beginning at Maritime Heritage Park, the Old Village Trail was created along landscaped rights-of-way, connecting to Elizabeth Park and the rest of the Columbia Neighborhood.

Whatcom Creek Trail/Greenway

The Whatcom Creek Trail and Greenway is Downtown's premier open space area - a natural jewel and oasis in the heart of Downtown. This corridor provides access to a serene, wooded, natural area that not only protects a significant natural resource, but also provides an important outlet from the hardscape of the urban environment. The creek has undergone years of restoration, transforming it from a dumping ground overgrown with invasive plants and debris to a natural landscape and trail

corridor. The corridor is also an important ecological and recreational link to all three City Center Districts.

The pedestrian trail and habitat along the edges of the creek should continue to be protected, enhanced, and restored. Vegetation in the corridor should meet habitat restoration goals and be maintained to allow visibility to and from the trail to keep the area safe and comfortable for users.

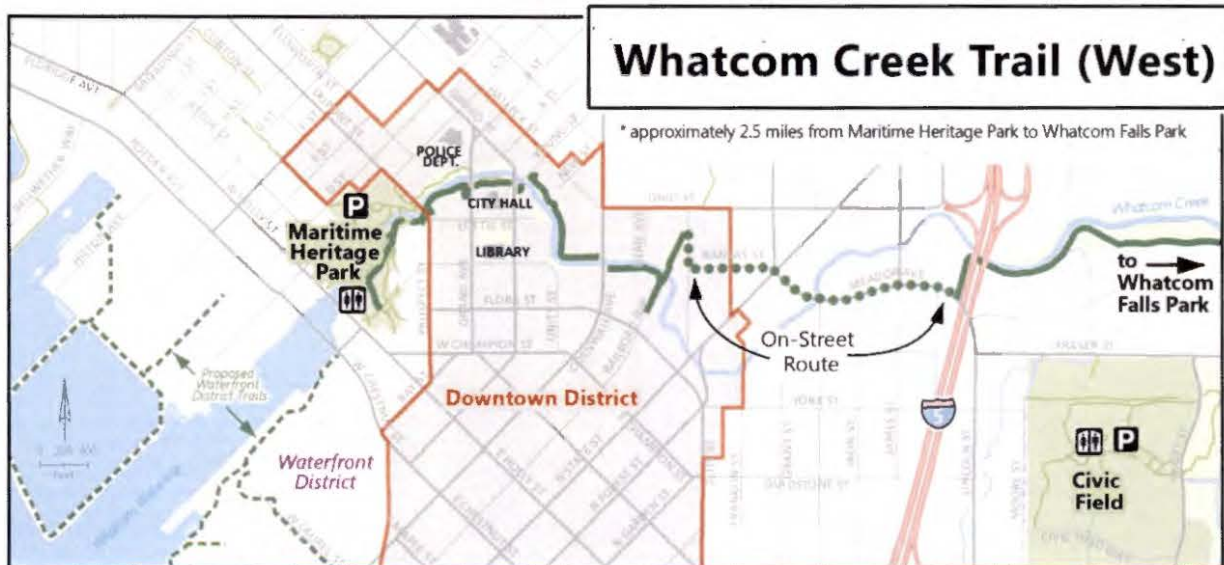
GOAL 6.6: New development celebrates, complements and provides improved access to Whatcom Creek.

POLICY 6.14: Support preservation of the Whatcom Creek corridor as a riparian, scenic and recreational corridor.

POLICY 6.15: Design standards should encourage developers to orient new buildings, whenever possible, toward the creek and to provide connections from new development to the trail.



Habitat in the Whatcom Creek Corridor has undergone significant restoration efforts.



Note: See the City Center Implementation Strategy for recommendations intended to address the Downtown trail and open space goals and policies listed in this chapter.

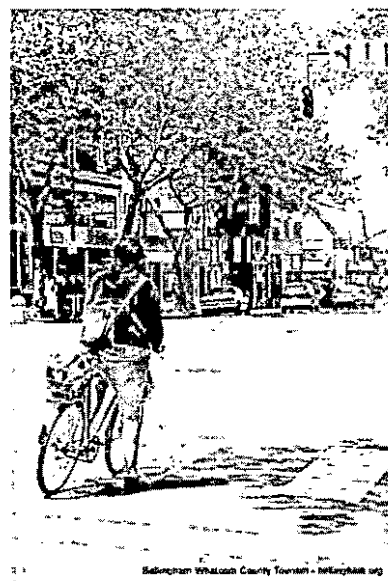
CHAPTER 7: TRANSPORTATION AND STREETScape DESIGN

Downtown offers a compact, pedestrian and transit-oriented environment, accommodating a lifestyle that is not dependent on the automobile. Nearly all that Downtown has to offer - shops, restaurants, and entertainment - is within a 10-minute walk. This chapter highlights the variety of transportation options for moving people to, from, and within Downtown. It also highlights the revitalization of the public realm, including streets, sidewalks, and streetscape amenities, and future opportunities for making the best use of the public right-of-way.

Existing Transportation Network

As emphasized in previous chapters, Downtown Bellingham is the regional center for shopping, dining and entertainment, and a popular destination for City and County residents, as well as tourists from outside Whatcom County. Over 98% of those employed Downtown commute daily from elsewhere in the City, County and beyond⁶. This daily influx of people into Bellingham has a tremendous influence on both the Downtown and City-wide transportation networks.

Most Downtown employees and visitors arrive by private automobile, but there are a significant number of transit, bicycle, and pedestrian commuters into Downtown Bellingham, as well. This is due partially to the City's emphasis on providing non-automotive transportation facilities, including well-connected sidewalks, curb extensions with shorter crosswalks, dedicated bicycle lanes, walking and biking options on separated pathways, and the support of Whatcom Transportation Authority's (WTA) high-frequency GO lines based in central Downtown.



Bicycling is a popular way to travel around Downtown.

The Transportation Element of the *Bellingham Comprehensive Plan* includes City-wide transportation mode shift "target goals" to reduce automobile trips as an overall percentage of total trips made in the future, while increasing non-auto trips. These targets are important to meet the City's sustainability goals, but must be balanced with the reality of geography and the important destination role of the Downtown.

Motorized Transportation

Downtown Streets

The existing arterial street grid in Downtown Bellingham is well-established and compact, with most blocks approximately 440 feet by 240 feet in dimension. Major arterial streets connect Downtown to Bellingham's other neighborhoods, allowing convenient travel into and through the Downtown area.

GOAL 7.1: Downtown has an interconnected multi-modal transportation system that provides safe and convenient travel opportunities for pedestrians, bicycles, transit, automobiles, and freight, while also supporting established economic development goals.

⁶ 2010 US Census.

POLICY 7.1: Balance the need for freight truck access and the efficient movement of freight and goods with the needs of other transportation modes in the limited physical space on Downtown streets.

POLICY 7.2: Streetscape improvements, such as visually narrowing streets and providing landscaping and other features, should be considered to slow traffic on Downtown streets.

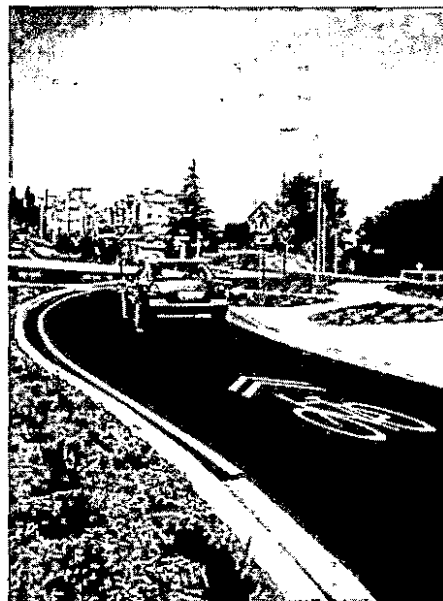
Public Transit Service

Public transit service throughout Whatcom County is provided by Whatcom Transportation Authority. Downtown Bellingham is extremely well-served with high-frequency transit service provided from WTA's main transit hub, Bellingham Station, located between Magnolia and Champion Streets on Railroad Avenue. In 2013, over 400 WTA busses arrived and departed from Bellingham Station each weekday, with almost 250 busses on Saturdays and almost 150 busses on Sundays.⁷

GOAL 7.2: Transit service to and from Downtown offers a quick, safe, affordable and convenient option for commuters, residents and visitors.



WTA's Bikes on Buses Program makes it easy for cyclists to use transit.



The Wharf Street roundabout was constructed in 2013, improving traffic flow and providing a gateway into Downtown from the south.

POLICY 7.3: Support WTA, Western Washington University, and other service providers in the delivery of an efficient, convenient, safe and affordable transit system.

POLICY 7.4: Establish shuttles or other transit modes to transport people between satellite parking areas and the Downtown core.

⁷ Per Rick Nicholson, WTA.

efforts. The City has constructed or installed a wide variety of pedestrian amenities, including sidewalks, curb extensions, crosswalks, street furniture, street lighting, landscaping, waste and recycling bins, wayfinding kiosks and signs.

In 2011, Bellingham engaged in an effort to define a City-wide "Primary Pedestrian Network", which includes a prioritized list of sidewalk needs and intersection crossing improvements. The resulting *Bellingham Pedestrian Master Plan* was adopted in August 2012. While the Primary Pedestrian Network does not include all public streets in the City, it does include most of the arterial streets Downtown and many residential streets that connect to the Downtown. Sidewalk and crossing improvements within this area have been identified and prioritized.

The *Bellingham Pedestrian Master Plan* includes a recommendation to study and develop improvements to the following five specific Downtown intersections where collisions have been documented between pedestrians and vehicles:

- East Chestnut/North Forest;
- East Holly/North State;
- East Holly/Railroad;
- Chestnut/Cornwall; and
- East Magnolia/North State.

The East Holly/Railroad and East Magnolia/North State projects have been identified as capital projects that will be improved during 2014-2015. The North State Street/Laurel Street

intersection reconstruction is also scheduled for completion in 2015. The pedestrian crossing of Ellis Street at the intersection of Gladstone Street should also be improved to enhance the connection between Downtown and the York Neighborhood.

Pedestrian accessibility needs, wayfinding, lighting improvements, and integration with existing and future trails are also recommended in the *Bellingham Pedestrian Master Plan*. Additional opportunities for street improvements identified during the "myDowntown" planning process are outlined in the Streetscape Design and Amenities section.

Connections to Adjacent Neighborhoods

Downtown is directly adjacent to four residential neighborhoods - Lettered Streets, Sunnyland, York and Sehome. Each of these neighborhoods has substantial residential populations that provide a major customer base for Downtown businesses. In 2013, over 8,000 Bellingham residents lived within a ¼-mile of Downtown, which is considered a five-minute walk for the average pedestrian. The combination of existing sidewalks and trails makes it easy to walk to Downtown from surrounding neighborhoods, but improvements in wayfinding and connections could be made in specific areas.



Pedestrian-oriented wayfinding signs Downtown add to the pedestrian experience.

The long-term redevelopment of the Waterfront District represents another important adjacent district within the City Center Neighborhood. As Waterfront District development occurs, the multi-modal transportation connections between the waterfront and Downtown will become increasingly important.

The City has made commitments to fund and construct multi-modal arterial streets with the full range of sidewalks, bicycle lanes, crosswalks, street lighting, and traffic signals to provide these connections. When ridership justifies the cost of providing service, WTA will also provide transit routes into the Waterfront District.

POLICY 7.5: Strengthen safe, convenient, and easily accessible connections to surrounding neighborhoods.

Bicycle Facilities

Downtown is a popular destination for bicyclists. Several Downtown arterials include marked bicycle lanes to safely accommodate riders. Bike corrals, racks, and covered bike parking provide secure locations for riders to park their bikes when they arrive. Provisions for both long- and



New bicycle parking requirements will make riding Downtown even easier.

short-term bicycle parking are included in the Downtown development regulations to ensure bike parking continues to be implemented with the construction of new buildings.

Two paved multi-use trails also provide pedestrian and bicycle connections into Downtown from surrounding neighborhoods – Whatcom Creek Trail (West) and the South Bay Trail. See Chapter 6 for more information on these trails.

Wayfinding and safety are becoming increasingly important issues where the South Bay Trail intersects with Laurel Street. A sign posted on the trail across from the Laurel Village apartments informs inbound

In 2013, Bellingham engaged in an effort to define a City-wide "Primary Bicycle Network", which includes a prioritized list of bicycle facility needs and intersection crossing improvements. The Bellingham City Council approved the Bellingham Bicycle Master Plan during the spring of 2014. This plan established a Primary Bicycle Network that includes many streets Downtown and many streets that connect Downtown to nearby neighborhoods. See the Bellingham Bicycle Master Plan for a list of Downtown improvement projects and the most recent map of bicycle facilities.

travelers that the South Bay Trail ends at Laurel Street, but many bicyclists attempt to cross Laurel and continue down the alley, then also attempt to cross Maple Street. Traffic has increased on Laurel and Maple Streets, and in the alleyway over the past 10 years as hundreds of apartments and condominiums have been constructed on the Morse Hardware site. Safety improvements to the alley are discussed in the Alley Opportunities section below.

The Primary Bicycle Network includes a range of bicycle facility types. These include traditional marked bike lanes on arterial streets, shared lane markings ("sharrows") where bicycles and vehicles share the lane (such as on Indian Street), and also "bike boulevards" optimized for bicycle traffic on low-volume residential streets. In addition to bicycle facilities, crossing

improvements and connections between surrounding neighborhoods and important bicycle destinations in the City Center Neighborhood are identified and prioritized.

GOAL 7.3: Downtown's sidewalk and trail network safely accommodates pedestrians and bicyclists and provides linkages to regional trail systems.

- POLICY 7.6:** Link popular Downtown destinations by clear transportation connections, activity along sidewalks, safe crossings and directional signage.
- POLICY 7.7:** Fill infrastructure gaps in the sidewalk, bicycle, and multi-use trail networks between Downtown, the surrounding neighborhoods and the Waterfront District.
- POLICY 7.8:** Work with Downtown businesses to promote pedestrian, bicycle, and transit use for their employees and customers.
- POLICY 7.9:** Encourage a grade-separated multi-modal connection to the Waterfront District.

Note: See the City Center Implementation Strategy for recommendations intended to address the motorized and non-motorized transportation goals and policies listed in this chapter.

Streetscape Design and Amenities

A pedestrian-oriented environment is a basic ingredient of a successful downtown. Pedestrian amenities include wide sidewalks, paving treatments, directional signs, pedestrian-scale lighting, and street furniture that reinforces the safety and comfort of pedestrians.

Activating Streets as Places

Streets are Downtown's largest public spaces, yet much of their area is dedicated to moving and storing cars. The concept of "Streets as Places" suggests that, where appropriate, a more balanced sharing of space between vehicles and people adds interest and economic vitality to Downtown. Active streetscapes encourage people to walk to popular destinations, improve the safety and comfort of users and encourage the growth of retail and community institutions.



The streetscape along Champion Street is a good example of a "Streets as Places" transformation.

"Streets as Places" aligns closely with Complete Streets design concepts; both which are implemented through the *Bellingham Pedestrian Master Plan* and *Bellingham Bicycle Master Plan*, the Transportation Element of the *Bellingham Comprehensive Plan* and current City street design standards. The Complete Streets design concepts prioritize safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Just like Placemaking, there is no prescriptive design for Complete Streets; each one is unique and responds to its community context.

Two successful "Streets as Places" projects that created a more balanced use of the right-of-way were constructed by the City in 2009 and 2010. The largest was the reconstruction of a major Downtown intersection at Bay/Holly/Prospect streets, which removed a right-turn lane and provided better traffic control on side streets. This allowed conversion of the former traffic lane into a public plaza.

Parklets

Another facet of the "Streets as Places" concept occurred in 2012-2013 with the installation of Bellingham's first "parklet". Parklets provide additional public outdoor space by retrofitting on-street parking stalls, creating a quick and economical solution to the public desire for wider sidewalks and additional outdoor space. They can enhance the streetscape through the incorporation of landscaping, art, or other amenities and provide a place for pedestrians to sit and enjoy their surroundings.



A parklet is a quick and inexpensive way to provide more public space Downtown.

GOAL 7.4: Creative alternative uses of the public right-of-way offer new opportunities for public space, while balancing the needs for traffic flow and parking.

POLICY 7.10: Use streetscape amenities to establish a unified image for Downtown and promote a sense of place.

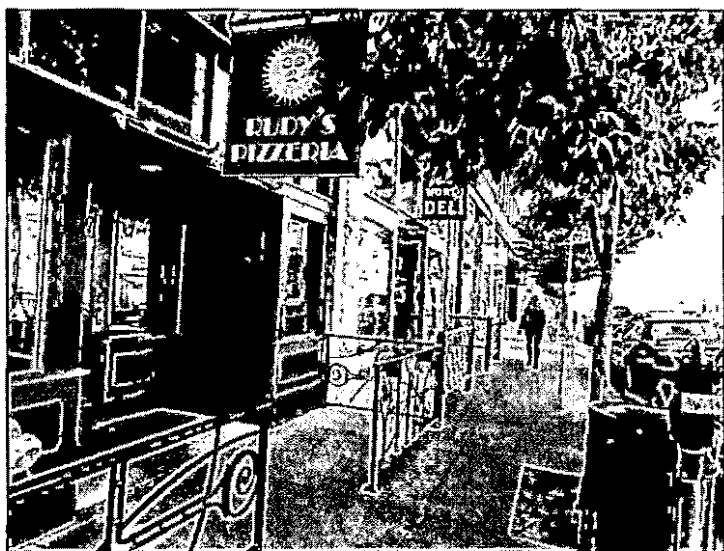
POLICY 7.11: Allow and support parklets, bike corrals, temporary pedestrian zones, and other creative uses of the right-of-way in appropriate locations to activate the street and provide public space.

POLICY 7.12: Incorporate Placemaking principles where the right-of-way can accommodate attractive and inviting pedestrian amenities.

POLICY 7.13: Continue to promote uses and facilities that enhance the public realm, such as ground floor retail, plazas and parks, landscaping and street trees.

Streetscape Opportunity - State Street

North State Street is one of the main one-way arterials through Downtown Bellingham and serves as a major pedestrian, bicycle, transit, auto, and freight truck route. In 2001, the City determined that the three vehicle travel lanes on North State Street provided excess vehicle capacity and the corridor from York Street to Wharf Street was put on a "road diet". This reallocation of public space reduced the street to two vehicle travel lanes to accommodate a new seven-foot wide bike lane from York Street to Wharf Street. The eight-foot wide on-street parallel parking spaces were retained on both sides of the street.



Businesses on State Street contribute to an active sidewalk.

Changes to North State Street have been positive for the bicycling community, but the two remaining 16-foot vehicle travel lanes make pedestrian crossings unnecessarily long. The wide travel lanes provide an opportunity to develop a plan for the corridor that could include some Placemaking and/or parking opportunities.

POLICY 7.14: A corridor plan should be developed that identifies and evaluates pedestrian environment, Placemaking and parking improvement opportunities on North State Street.

Streetscape Opportunity - Railroad Avenue

Railroad Avenue has historic significance as the site of the Downtown railway station and the only track on a major Downtown Bellingham street. Today, it connects several primary Downtown destinations - Depot Market Square on the south end, Bellingham Station in the middle, and major trail connections on each end (South Bay Trail on the south, and Whatcom Creek Trail on the north). It functions as a significant link in the Downtown pedestrian and bicycling system; however, many users may not be aware of the connections and destinations it serves. The City's Parks, Recreation, and Open Space Plan calls for well-signed on-street links to illustrate this connection and facilitate movement to and through Downtown.

There are a number of opportunities to enhance Railroad Avenue. The segment between Magnolia and Holly Streets and the northwest intersection of Holly Street was identified during the "myDowntown" planning process as one of the community's "Favorite Places" Downtown. The foot traffic here is some of the highest in the City, but space for pedestrians is limited by six-foot sidewalks in some areas. Bicycles also struggle to navigate safely on Railroad. The use of this 130-foot wide public right-of-way is not maximized to accommodate the multiple functions occurring along this stretch.

GOAL 7.5: Railroad Avenue provides a critical on-street link in the bicycle and pedestrian transportation system by incorporating wayfinding signage and by safely accommodating all modes of transportation.

Alley Opportunities

The scale of the buildings, narrow alley passageways and architecture make Downtown alleys visually alluring. Typically utilized solely for service areas (e.g. waste receptacles and deliveries, which must still be considered), these underutilized public ways hold the potential for providing additional public space and retail activity. Two Downtown alleys have been identified as good starting points for experimental alley uses.



Businesses along Morse Alley.

Morse Alley

The State Street/Railroad Avenue alley between Laurel and Maple Streets, informally known as "Morse Alley", has become a popular place for business activity, with several storefronts using it as their primary business frontage. This presents particular challenges for ensuring the safety of pedestrians and bicyclists utilizing the space, especially considering the concurrent increase in the number of residents driving down the alley to access parking garages.

Commercial Street Alley

The Commercial/Cornwall Avenue alley behind the Commercial Street Public Parking Garage (between Holly and Magnolia Streets) was identified as a prime location for enhancement. Some patrons of the parking facility use this alley to access the garage. It also leads directly to the Commercial Street Plaza and the rear access to businesses fronting on Cornwall Avenue. Any improvements should be pursued in partnership with the adjacent businesses and other interested stakeholders.

GOAL 7.6: Downtown alleys are clean and safe, with targeted corridors serving as bicycle or pedestrian connections where appropriate, and may include public space amenities and retail destinations.

POLICY 7.15: Accommodate all users of alleyways and support businesses adjacent to alleyways.

POLICY 7.16: Where appropriate, install warning signs or alternative surfacing treatments to signal to all alley users that this is a shared space and to use caution.

Note: See the City Center Implementation Strategy for recommendations intended to address the streetscape and alley goals and policies listed in this chapter.

CHAPTER 8: PARKING

Proper management of the parking system offers employees, customers and residents of Downtown a wide range of appropriate and easily-accessible off-street parking choices. Parking is also provided along most of Downtown's roadways, helping to slow drivers and providing easy access to customers and short-term visitors. Parking policies and requirements can have a strong influence on both the built and natural environment in a community. In a mixed-use area with access to transit and walking, flexible parking requirements can help encourage growth and meet other community goals, such as sustainability and health.

Current Conditions

A 2013 parking study⁸ assessed on and off-street parking utilization, future parking needs, and parking management strategies. The study area encompassed the Downtown, the Old Town District and residential portions of the York and Sehome Neighborhoods. A summary of the results is shown in the table below.

2013 Parking Study Summary

Parking Location	Number of Spaces	% Studied (of supply)	Avg. Utilization	Avg. Turnover
On-Street	2,773	98%	50-60%	< 1 hour
Off-Street	6,695	22%	40-50%	< 2 hours
Totals	9,468	44%		

These results reflect several points:

- 1) The turnover of the parking system is working as intended, with on-street turnover occurring more frequently and longer-term parking occurring off-street.
- 2) There is parking capacity throughout the entire study area through 2036, which allows time to plan future parking needs and adjust management strategies as needed to best distribute the demand.

Although the study indicates overall capacity throughout the broad study area, there were some areas of Downtown where utilization exceeded 85%. This utilization rate is the point at which drivers tend to circulate as they look for available stalls, compounding traffic problems. "Hot spots" include:

- The area north of Whatcom Creek on C Street in the Lettered Streets Neighborhood;
- Holly Street (primarily near the intersections with High/Forest Streets and Railroad/Cornwall Avenues);
- The Arts District (Bay & Champion Streets area); and
- North Forest Street.

⁸ By the Transpo Group.

Management strategies for addressing this disproportionate demand include evaluating the feasibility of variable pricing (i.e. higher cost to park on highest demand blocks, less costly to park off-street, etc.), encouraging non-motorized transportation modes, adding to the parking supply, and employing signage and technologies to alert drivers to preferred parking options.

A comparison to a previous 2005 parking study of just the Downtown Commercial Core indicates that on-street parking demand has decreased 10-12%, despite a reduction in the overall supply. Also, off-street parking demand increased by 11-16%, despite an increase in supply. This is a positive indication of a continuing shift of parking utilization to off-street facilities in support of leaving on-street spaces available for short-term customer use.

Future Parking Forecast

Future parking demand and supply was estimated through the year 2036 using growth projections for both the commercial and housing sectors. These projections were based on a combination of the City's historic and anticipated rates of development Downtown, the assumed rate of absorption of vacant commercial square footage, and the adopted Old Town development assumptions. Overall, the total forecasted growth for the parking study area, which is broader than the Downtown District, is approximately 690,000 sq. ft. of commercial space and 2,300 housing units.



The Commercial Street public parking garage underwent several improvements beginning in 2014.

This estimate assumes increased demand over a 22-year period, indicating ample time for continual monitoring and adjustment of management policies and strategies as needed to ensure the utilization rate stays well below this level. Tactics for parking management are described below.

Parking Management

Management of Downtown parking is key to supporting the function and flow of traffic, as well as the health of the Downtown economic environment. Parking management strategies include improving efficiency, reducing demand, increasing awareness and enforcement, increasing supply, and monitoring progress.

Supply calculations were conservative, applying an assumption that all existing surface parking lots currently available for public parking could be converted to private use (resulting in a loss of 1,130 parking spaces). Although this scenario is unlikely, especially considering recommendations within this plan that encourage shared and unbundled parking, it was determined to be prudent in forming a plan for the "worst case scenario" of parking supply.

Together, these demand and supply numbers result in an overall 85% utilization rate by the year 2036.

GOAL 8.1: Maximize the efficient use of the existing parking supply in on-street, off-street and private parking facilities and areas.

- POLICY 8.1:** Improve the public awareness of the benefits of the parking system while providing for fair and equitable use.
- POLICY 8.2:** Enhance wayfinding and information about parking availability by improving signage and exploring new technologies, including Intelligent Transportation System and mobile applications for payment, availability and locations for parking.
- POLICY 8.3:** Pricing for parking should be tied to specific performance benchmarks. Areas and times with higher demand for parking should have a higher cost to park. Variable rates responding to demand should be considered for implementation.
- POLICY 8.4:** On-street parking should primarily serve the short-term parking needs of street level retail and service customers.
- POLICY 8.5:** Off-street peripheral lots and parking structures should be primarily dedicated to employee, resident and other long-term parking uses and connect to the transit system. Continue to price parking lots lower than on-street parking to maximize this type of use.
- POLICY 8.6:** The use of free on-street parking should be minimized. Where free parking is provided, enforceable time limitations should be established.
- POLICY 8.7:** Enhance efficiency of enforcement through use of technology.



Parking meters along Railroad Avenue.

POLICY 8.8: Conduct enforcement activities in a courteous and respectful manner to protect the visitor-friendly atmosphere of Downtown.

POLICY 8.9: Fines and penalties should be established to discourage abuse of the parking system and reduce scofflaws or habitual offenders.

- POLICY 8.10:** Consider using net revenues from parking fees and fines to provide public improvements in the City Center Neighborhood.
- POLICY 8.11:** Consider implementation of a residential parking zone, time-restricted, or paid parking in the portions of neighborhoods adjacent to Downtown.

- POLICY 8.12: Where possible within the existing curb-line and where it will not adversely impact transit, bike routes, or truck routes, increase the on-street parking supply through changes in parking configurations and dimensions.
- POLICY 8.13: Encourage Downtown employers to create incentives for their employees to park in lesser-used off-street facilities.
- POLICY 8.14: Encourage building owners and property managers to include parking as a separate line item in leases and sales agreements, also referred to as unbundling.
- POLICY 8.15: Provide safe and secure public bicycle storage facilities and on-street bicycle racks to meet the increased demand at transit centers, as well as near parking garages and public buildings.
- POLICY 8.16: Removal of parking spaces for pedestrian facilities, stormwater, recreation, open space, urban amenities or other non-parking related functions should occur only after careful consideration of the impacts of reducing supply.
- POLICY 8.17: Evaluate opportunities for public/private partnerships to construct new structured parking facilities to increase supply, when deemed necessary, through monitoring and analysis. These structures should be within mixed-use buildings.

Note: See the City Center Implementation Strategy for recommendations intended to address the parking goals and policies listed in this chapter.

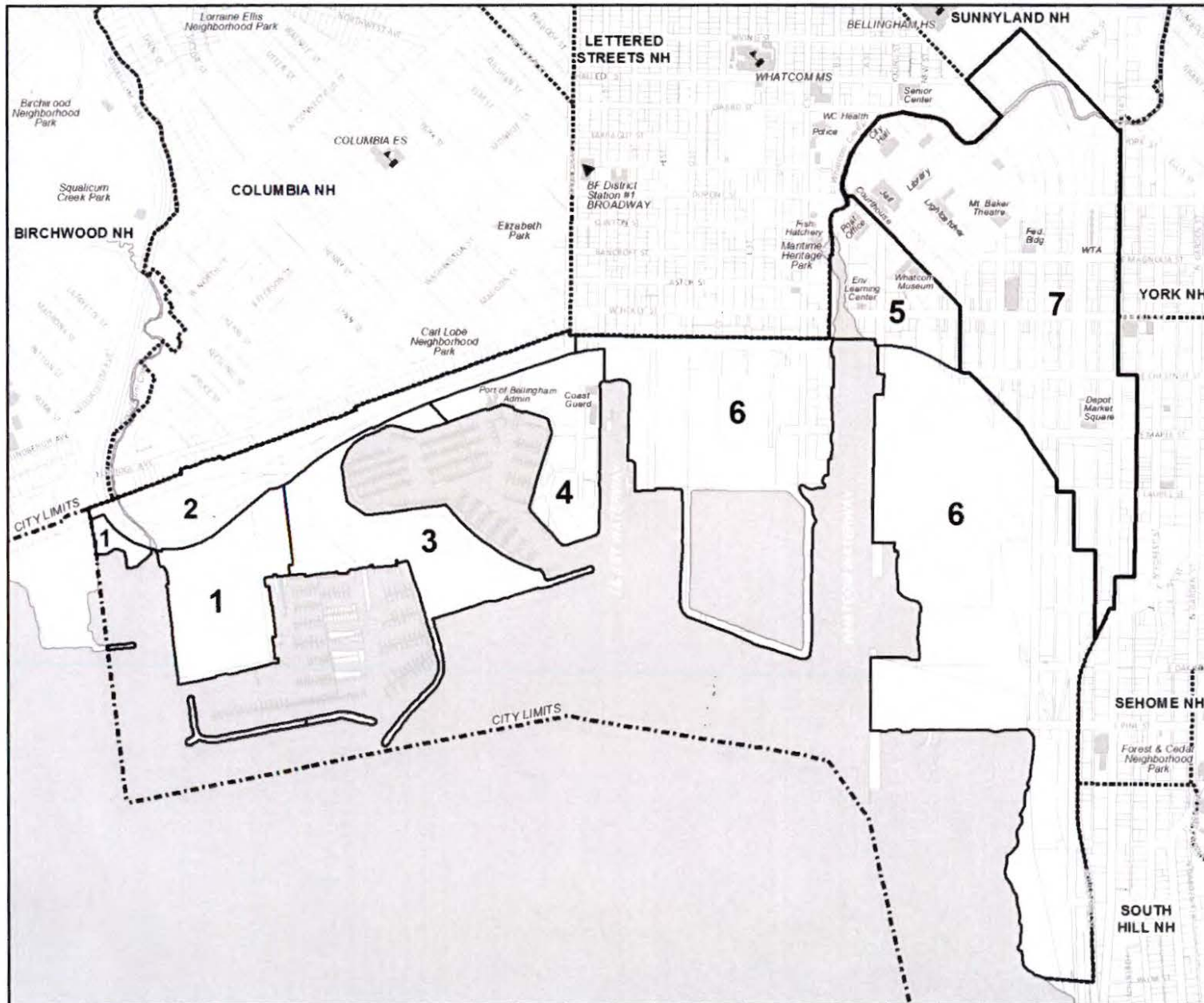
EXHIBIT C - Cover Sheet

Amendments to Neighborhood Plans and Land Use Maps

Includes:

- City Center Neighborhood Land Use Map
- City Center Neighborhood Plan
- Lettered Streets Neighborhood Land Use Map
- Lettered Streets Neighborhood Plan
- Sehome Neighborhood Land Use Map
- Sehome Neighborhood Plan
- Sunnyland Neighborhood Land Use Map
- Sunnyland Neighborhood Plan
- York Neighborhood Land Use Map
- York Neighborhood Plan

EXHIBIT C



CITY CENTER NEIGHBORHOOD LAND USE

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Industrial
2	Industrial
3	Commercial *
4	Commercial
5	Commercial (Old Town Subarea Plan)
6	Urban Village (Waterfront District Subarea Plan)
7	Urban Village (Downtown Bellingham Plan)

0 520 1,040 1,560 2,080 Feet

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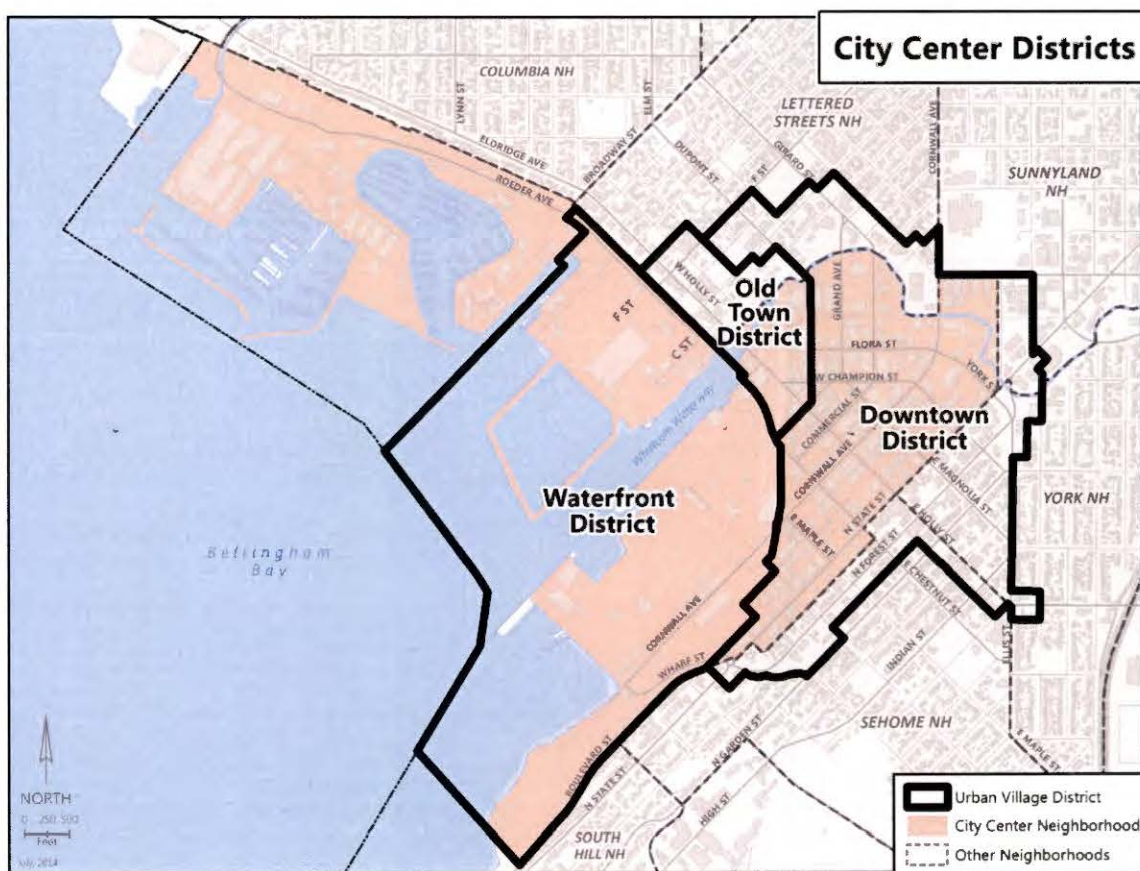
EXHIBIT C

EXHIBIT C

CITY CENTER NEIGHBORHOOD PLAN

SECTION I. NEIGHBORHOOD CHARACTER

1.1 The City Center Neighborhood includes the Downtown District, Waterfront District, Old Town District, and Squalicum Harbor. As the commercial, employment and entertainment center for Bellingham, the City Center Neighborhood has experienced building booms, commercial exodus, and the evolution from a traditional small town business district into a multi-use neighborhood¹. In 2013, the area includes a variety of jobs, housing, entertainment, and services for a diverse and growing population.



In recent years, the City Center has seen significant new development. Since 2002, approximately 750 new housing units have been constructed and another 203 are in the permitting or construction phase. As a result, the total number of housing units in the City Center is now over 1,000. This new development has contributed greatly to the sense of optimism that surrounds the area. Even more residential development is expected in the Downtown, Old Town, and Waterfront districts in the coming decades.

¹ See Chapter 2 of the Downtown Bellingham Plan for a brief history of the City Center Neighborhood.

With respect to employment, the City Center Neighborhood had around 8,450 jobs in 2011 (20% of total in-city jobs). Significant job growth can be accommodated in the Downtown, Old Town and Waterfront Districts.

As established in countless planning efforts over the years, the City Center Neighborhood of the future will continue to be the cultural, social and economic center of the region. This role will be reinforced by a diverse job supply, housing for a range of income groups, an outstanding cultural/arts/entertainment district, increased retail development, improved access to the waterfront, preserved historic buildings, an active civic center, parking improvements, pedestrian-oriented streetscapes and a safe and vibrant street life. The City Center Neighborhood will be home to a mix of uses, so that retail, offices, housing and social/cultural facilities are located near one another. There will be large buildings in the downtown, but design requirements will ensure that new buildings reflect the traditional mass, scale and form in the downtown, yet allow flexibility for landmark and stylistic architecture.

1.2 The City Center portion of the Bellingham Bay waterfront extends from the Squalicum Creek Waterway south to approximately Palm Street. Included within this area are many commercial, industrial and marine related land uses.

The waterfront has changed dramatically over the years, from a Native American fishing village to a bustling turn-of-the-century shipping center, to an industrial employment center. Then in 2005, when most of the Georgia Pacific pulp and paper mill operations had ended, much of the central waterfront area was purchased by the Port of Bellingham. Soon thereafter, the Port and City began a process to create a plan for redevelopment of the area, now known as the "Waterfront District". After a lengthy community process, the Waterfront District Sub-Area Plan was adopted in 2013².

SECTION II. CITY CENTER NEIGHBORHOOD PLANNING

2.1 - The City Center has been the focus of a number of planning efforts over the years. Since just 2002, the following has occurred:

- 2000 Bellingham Bay Demonstration Pilot Project Comprehensive Strategy
- 2002 City Center Master Plan and Design Guidelines
- 2004-05 Public Facilities District - Cultural District plans
- 2004 Waterfront Futures Group Vision and Framework Plan
- 2006 Downtown Circulation and Parking Study
- 2008 Old Town District Plan
- 2011 Downtown Housing Analysis and Report
- 2012 Historic Resource Survey and Inventory
- 2013 Downtown Parking Study
- 2013 Waterfront District Plan
- 2014 Downtown Bellingham Plan

² See Chapter 1 of the Waterfront District Subarea Plan for details of the extensive planning work that has occurred in Bellingham's central waterfront area.

While done at different times and by different stakeholders, all these plans had two things in common: 1) they recognized and reinforced the downtown's critical importance to the city and region; and 2) they reaffirmed the long range vision for the area that includes, among other things:

- Maintaining the downtown as the employment, civic, cultural, financial, and entertainment heart of the city and region.
- Preserving historical buildings and sites.
- Increasing the supply of housing and jobs in and around the City Center.
- Increasing access to recreational opportunities and the waterfront.

A few of the more significant planning efforts are described here.

2.2 - The 2002 City Center Master Plan (CCMP) process was inspired by the many planning efforts that took place in the 1990s. The CCMP was intended to tie the various planning efforts together in one cohesive, coordinated document. After a lengthy public process to develop and review the CCMP, it was adopted as an addendum to this neighborhood plan. Many of the actions and projects identified in the CCMP were completed, and as a result, it was replaced by the Old Town Sub-Area Plan (2008), Waterfront District Sub-Area Plan (2013), and the Downtown Bellingham Plan (2014).

2.3 - Waterfront Futures Group (WFG). Bellingham's central waterfront area has also been the focus of a number of planning efforts over the years. The resulting documents all identified the tremendous potential of the area, while at the same time lamenting the lack of public access and the fact that much of the downtown area had "turned its back" to Bellingham's waterfront.

The WFG was formed in January 2003 by the City of Bellingham and the Port of Bellingham. Eleven citizens were asked to take a fresh and independent look at the entire Bellingham Bay waterfront. Two years, dozens of meetings, and many thousands of working hours later, the group's "Waterfront Vision and Framework Plan" and "Waterfront Action Plan" were completed.

The WFG plans contained:

- A "vision" for the future of Bellingham's marine shoreline areas.
- Thirty-nine general "guiding principles" (policy statements) and a number of specific principles for the character areas.
- Specific recommendations for the character areas and an implementation component designed to help accomplish the visions.

The visions for the six "character areas" along the waterfront and the 39 general guiding principles were included in the Framework Goals and Policies chapter of Bellingham's 2006 Comprehensive Plan.

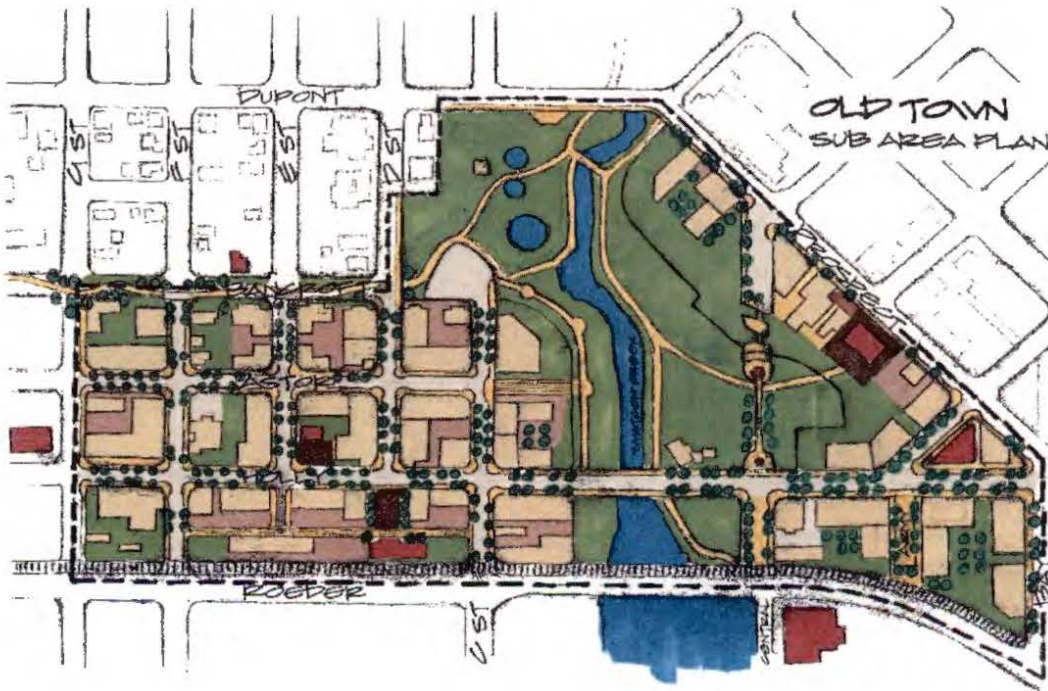
The WFG's "Squalicum" and "City Center" character areas are within the boundaries of the City Center Neighborhood. The applicable City Center guiding principles were included in the Waterfront District Plan. The WFG's vision for the Squalicum character area can be summarized in a few key statements:

Waterfront Futures Group's "Squalicum" Character Area Vision³:

- Over time, the area will become a diverse center of marine-related activities and also include other light industry, commerce and residences.
- Continue developing the Bellwether Peninsula with retail, support services and some housing.
- Re-create marine habitat at the mouth of Squalicum Creek.
- Enhance public access to the water and around the area.

2.4 - 2008 Old Town Plan [\(create link\)](#). Bellingham's Comprehensive Plan established infill as the preferred method to accommodate and manage growth. A key this the infill strategy was establishment of a series of "urban centers". Now called "urban villages", these were areas where one could live in an urban environment, with employment, shopping and recreation opportunities nearby. The villages would serve as the neighborhood's focal point, with a pleasant and well-connected pedestrian and bicycle circulation network. The comprehensive plan recognized that master plans would be needed in order for the urban villages to develop as envisioned.

The first area chosen to receive an urban village master plan was the "Old Town" portion of the City Center Neighborhood. The master planning process began in 2005 and concluded with the adoption of the Old Town Plan in 2008. The plan anticipates that between 860 and 1,120 new housing units and 400,000 square feet of Commercial space could be built in Old Town over the next 10 to 20 years.⁴

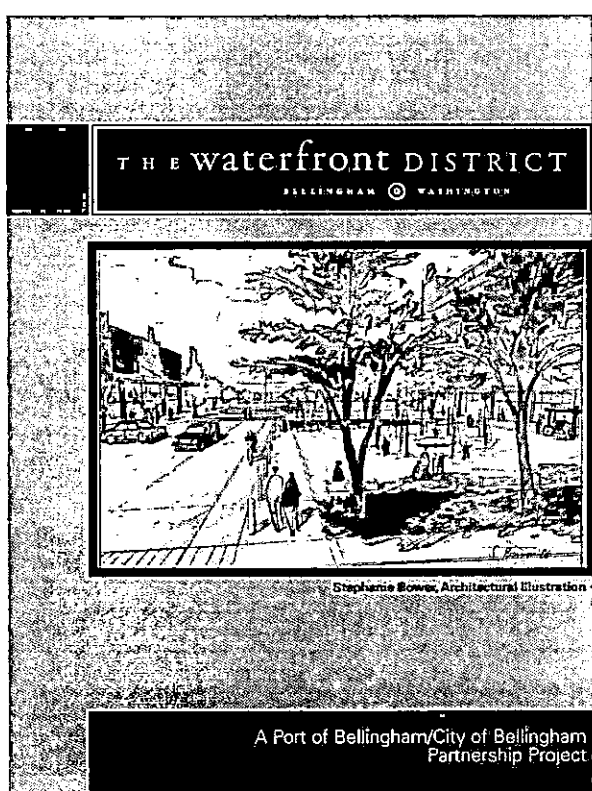


³ See the WFG Vision and Framework Plan for additional information on the Squalicum Character Area.

⁴ See the Old Town District Plan for details.

2.5 - 2013 Waterfront District Plan (WD PLAN) *create link*. The Waterfront District was the next portion of the City Center Neighborhood to be the subject of an intensive planning process.

Bellingham's central waterfront area has changed dramatically over the years, from a Native American fishing village to a bustling turn-of-the-century shipping center, to an industrial employment center. Then in 2005, when most of the Georgia Pacific pulp and paper mill operations had ended, much of the area was purchased by the Port of Bellingham. Soon thereafter, the Port and City began a process to create a plan for redevelopment of the area now known as the "Waterfront District". After a lengthy community process, the Waterfront District Plan was adopted by the City and Port in 2013⁵.



The WD Plan is similar to Bellingham's other urban village plans. The plan's goals, policies, and implementation strategies are intended to provide a framework for redevelopment of the site into a mixed-use urban neighborhood. The plan envisions up to 5.3 million square feet of development, including marine-related and other industries, commercial development, Western Washington University or other educational facilities, and over 1,600 housing units.⁶

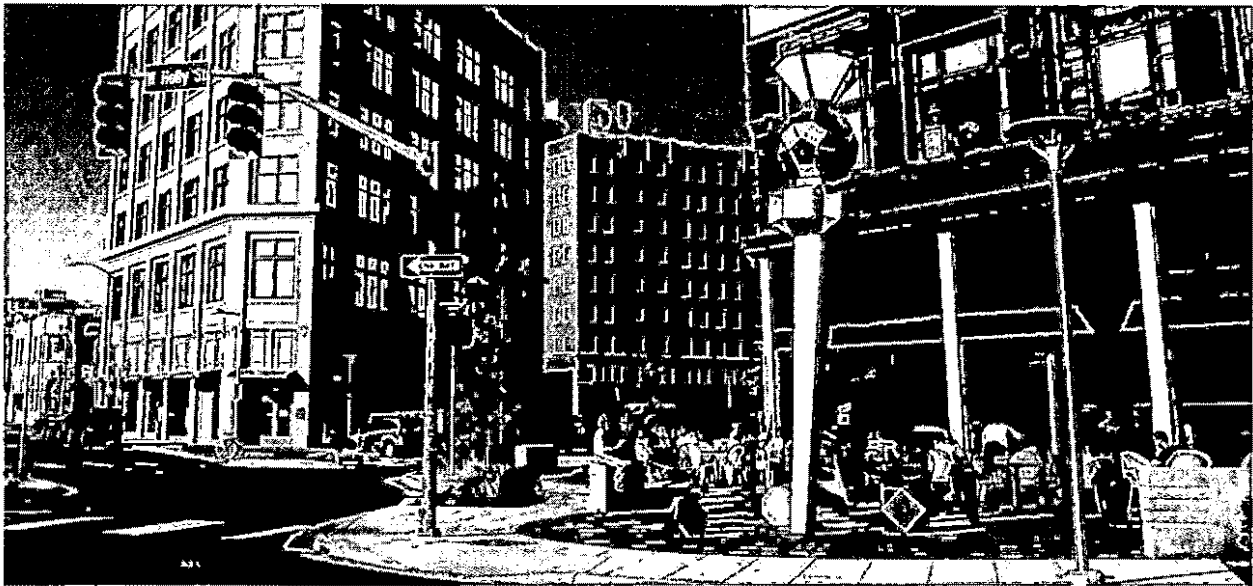
Specific development regulations, design standards and a planned action ordinance were adopted to implement the goals and policies in the plan.

A development agreement and an interlocal agreement for facilities were also approved by the Port of Bellingham

and the City in 2013. These documents address a number of issues related to the redevelopment of the Waterfront District, including the mix of land use types, development phasing, timing of infrastructure and park improvements, and affordable housing provisions.

⁵ See Chapter 1 of the Waterfront District Plan.

⁶ See Chapter 4 of the Waterfront District Plan.



Bay Street Plaza in Downtown Bellingham - the gateway to the Arts District

2.5 - 2014 Downtown Bellingham Plan. (Downtown Plan) *create link*

In 2010, City staff began hearing from Downtown stakeholders that a renewed vision for Downtown was needed to update the 2002 City Center Master Plan (CCMP). The City responded by launching the "myDowntown" planning process to develop a new plan that would retain relevant portions of the CCMP, while looking ahead to Downtown's future. The result of this process is the Downtown Bellingham Plan. It is intended to:

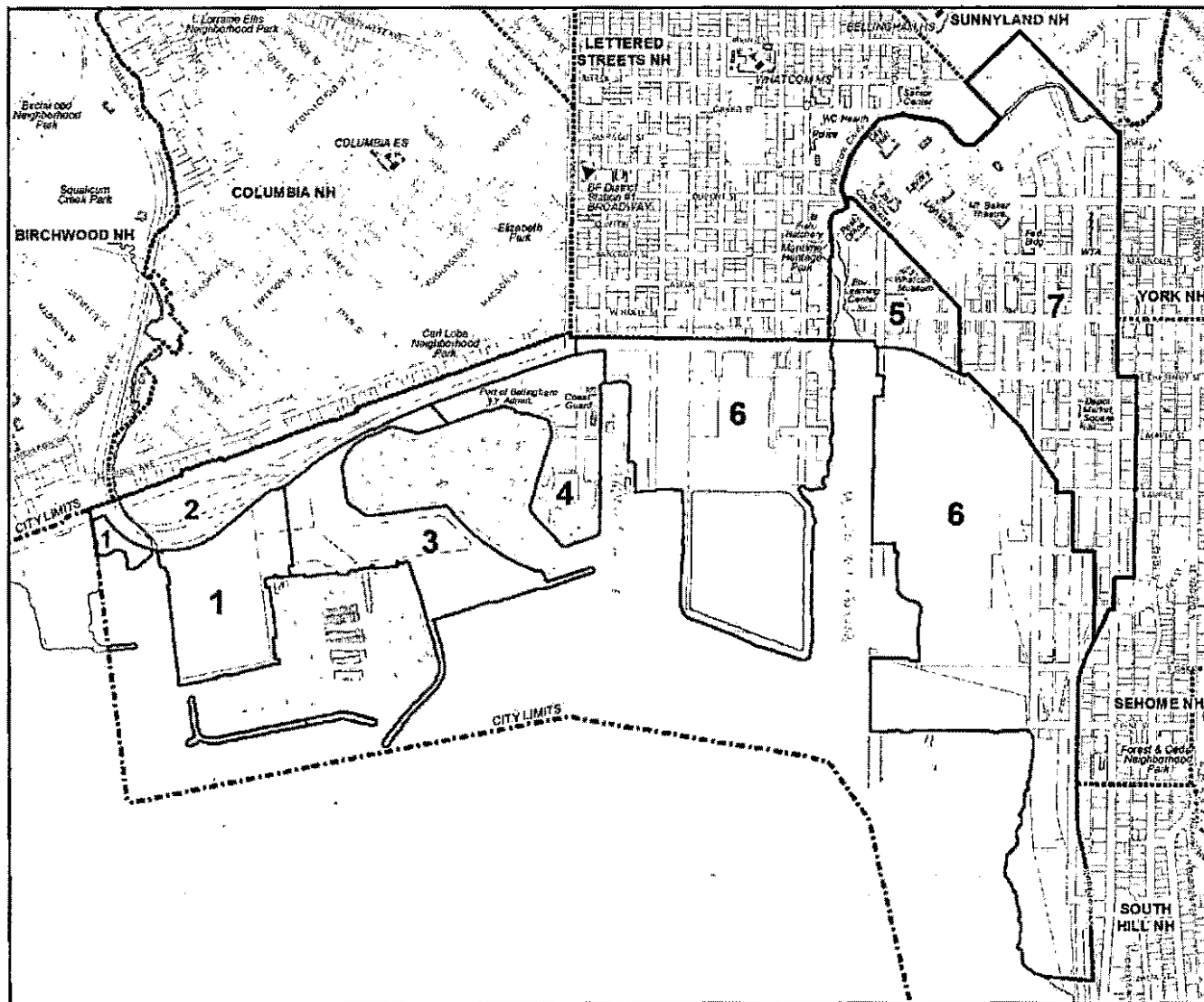
- describe Downtown's ideal future in vision and goal statements;
- augment the work done to develop plans in the adjacent Old Town and Waterfront districts;
- simplify the regulatory structure in Downtown by reducing zoning districts and aligning the boundaries of different geographic program areas;
- identify incentives to encourage appropriate development;
- identify and address barriers to redevelopment; and
- identify projects and strategies to achieve the visions and goals for Downtown.

The Downtown Plan contains 10 core "visions" that describe the community's ideal attributes for Bellingham's most important urban neighborhood⁷.

Over the past decade, Downtown has evolved from a "central business district" to a true urban neighborhood - a place to live, work, shop, play, learn and be entertained. Even so, the area contains significant additional development capacity. Estimates done in 2013 forecast the number of jobs in this area will increase to between 8,100 and 8,400, and the number of housing units will double to about 3,200 by 2036⁸.

⁷ See Downtown Bellingham Plan, Chapter 1.

⁸ See Downtown Bellingham Plan, Chapter 3.



CITY CENTER NEIGHBORHOOD LAND USE

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Industrial
2	Industrial
3	Commercial
4	Commercial
5	Commercial (Old Town Subarea Plan)
6	Urban Village (Waterfront District Subarea Plan)
7	Urban Village (Downtown Bellingham Plan)

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2/18/2014, qjb

SECTION IV, SUBAREA DESCRIPTIONS AND LAND USE DESIGNATIONS

Area 1

Presently this Port of Bellingham owned property is occupied primarily by Bellingham Cold Storage and various subtenants. The current uses are appropriate water-related uses on the shoreline.

The WFG's plan included Area 1 in the Squalicum Character Area. The long-term vision for the area includes a mixture of both water dependent and non-water dependent light industrial uses. This vision is implemented by the Industrial land use designation and Light Industrial Mixed zoning classification.

Refer to the City Center section of the Land Use and Development Code for permitted "mixed" manufacturing, storage and other water related uses in this area.

Area 1 Land Use Designation: Industrial

Area 2

The property in Area 2 is primarily owned by the BNSF Railway Company and includes the property north of Broadway, below the Eldridge bluff, and east of Roeder Avenue.

The long-term vision for the area is reflected in the Waterfront Futures Group's 2004 Waterfront Vision and Framework Plan. The WFG's Squalicum Character Area plan envisioned Area 2 remaining in light industrial use. This recommendation is reflected in the Industrial land use designation and light industrial zoning classification.

Area 2 Land Use Designation: Industrial

Area 3

The property in Area 3 is owned by the Port of Bellingham and is primarily characterized by commercial fishing and recreational boating activities and supporting uses. The area includes the Squalicum Marina, Harbormasters offices, harbor Mall, restaurants, the Squalicum and Bellingham yacht Clubs, boat launch and docking facilities, the Squalicum Boathouse and Zuanich Point Park. Spectacular views of Bellingham Bay, the San Juan Islands, commercial fishing activities and the presence of the park and shoreline promenade make the area of population destination for residents and visitors.

The long-term vision for the Squalicum Character Area is outlined in the Waterfront Futures Group's 2004 Vision and Framework Plan. The vision includes a mixture of

marina and maritime-related commercial uses and some residential uses. This vision reflected in the Commercial land use designation and Waterfront Commercial zoning.

Area 3 Land Use Designation: Commercial

Area 4

Located on the south and east sides of the Squalicum inner harbor, Area 4 was originally created in the early and mid-1980s when the harbor area was dredged and adjacent land area created. Overall, Squalicum harbor is home to more than 1,500 commercial and recreational boats making it one of the largest marine complexes on Puget Sound.

The area includes the Harbor Center Building and office/commercial development, a Coast Guard station and the "Bellwether on the Bay" development. Bellwether is a mixed-use waterfront development featuring a hotel, restaurants, office space and a waterfront park, plaza and promenade.

The existing boat launch, trail system and public parks were established by the Port beginning with the early harbor development and completed with the first phase of the Bellwether development.

The Port plans to complete development of the vacant parcels and to explore the possibility of reducing or eliminating the existing boat launch at Bellwether and Roeder Avenue upon relocation within the Waterfront District. The existing boat launch area should not be permitted to be redeveloped until a new public boat launch facility of comparable size is established.

If the US Coast Guard relocates, pedestrian access should be required to continue along the peninsula perimeter with redevelopment.

The area has been designated as Planned Commercial for many years. Development has occurred according to approved 'planned' review and the special design and development regulations are written into the Land Use and Development Code. Planned approvals will remain in force and in effect until a modification or subsequent plan is approved by the City.

The long-term vision for this area is reflected in the Waterfront Futures Group's 2004 Waterfront Vision and Framework Plan. The WFG plan included Area 4 in the Squalicum "Character Area". The Squalicum Character Area envisions further mixed-use development, including retail, visitor support services and some housing. This vision can be achieved under the Commercial land use designation and Planned Commercial zoning.

Area 4 Land Use Designation: Commercial

The following three areas include the Waterfront District, and portions of the Downtown Bellingham and Old Town districts. Readers should consult those documents for goals, policies, and implementing development regulations and design standards.

Area 5

The Old Town Subarea Plan includes land within the Lettered Streets and the City Center Neighborhoods on either side of Whatcom Creek, with Area 5 comprising the portion of the City Center Neighborhood within the Subarea Plan boundary. The Subarea Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See Appendix A – Old Town Subarea Plan for details.

Area 5 Land Use Designation: Commercial

Area 6

The Waterfront District Sub-Area Plan includes land entirely within the City Center Neighborhood on Bellingham Bay. The Subarea Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See Appendix B – Waterfront District Sub-Area Plan for details.

Area 6 Land Use Designation: Urban Village

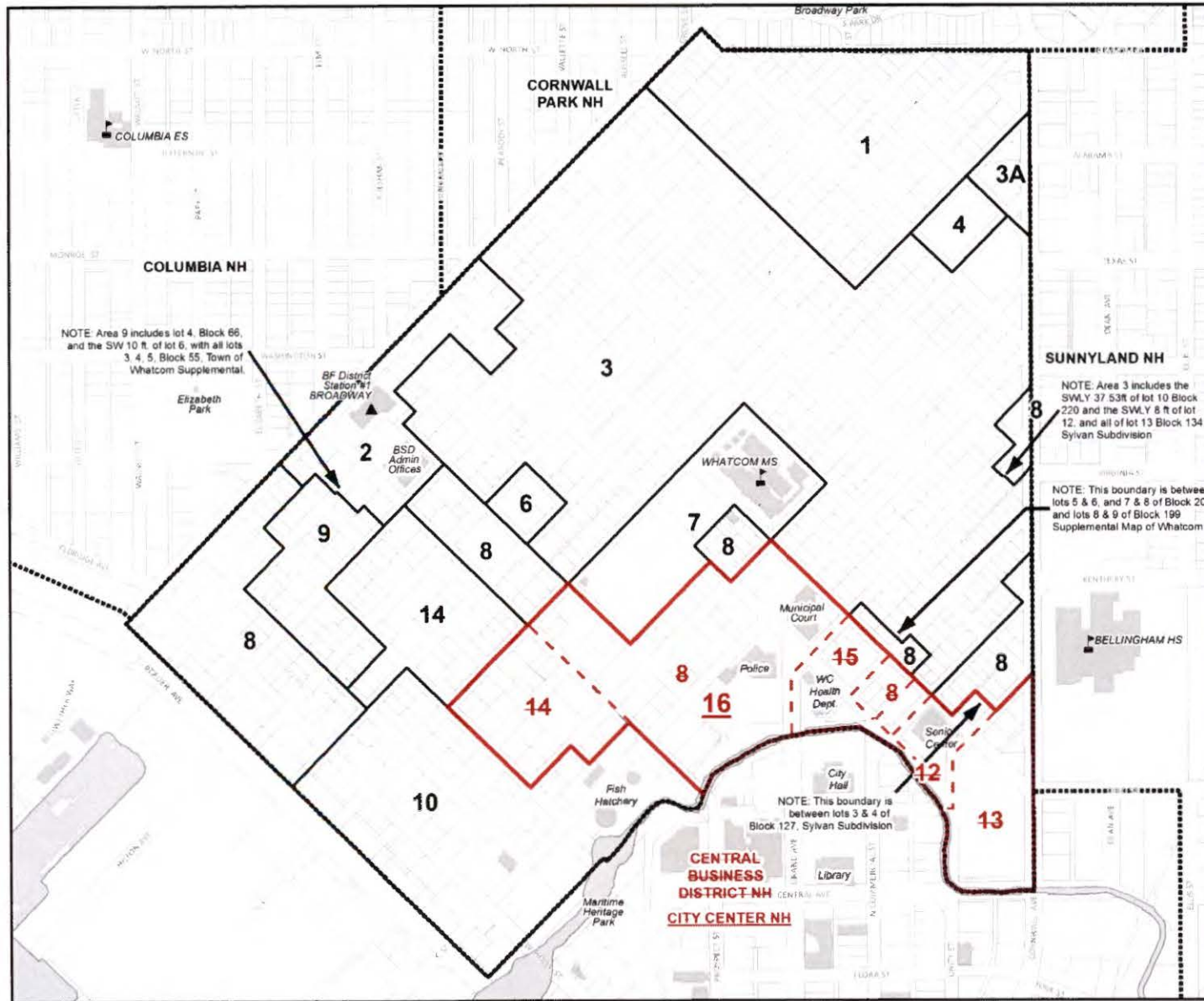
Area 7

The Downtown Bellingham Plan includes land within the City Center, Lettered Streets, Sehome, Sunnyland, and York Neighborhoods. Area 7 is the City Center Neighborhood portion of the Plan Boundary. The Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See Appendix C – Downtown Bellingham Plan for details.

Area 7 Land Use Designation: Urban Village

As adopted by Ordinance No. 8868 and amended by Ordinance Nos. 8946, 9693, 9717, 10317, 2004-12-087, 2008-03-022 and Ordinance #. 2014-09-049.

EXHIBIT C



LETTERED STREETS NEIGHBORHOOD LAND USE

COMPREHENSIVE PLAN LAND USE DESIGNATION

- 1 Single Family Res, Med Density
- 2 Urban Village (Fountain District Subarea Plan)
- 3 Single Family Res, Med Density
- 3A Multi-Family Res, Med Density
- 4 Public
- 6 Public
- 7 Public
- 8 Multi-Family Res, High Density
- 9 Single Family Res, Med Density
- 10 Commercial (Old Town Subarea Plan)
- 12 Public
- 13 Commercial
- 14 Multi-Family Res
- 15 Public
- 16 Urban Village (Downtown Bellingham Plan)



0 260 520 780 1,040 Feet

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7/28/2014, kn

EXHIBIT C

EXHIBIT C

Amendments to Lettered Streets Neighborhood Plan

Section V. Subarea Descriptions and Land Use Designations

Areas 1 through 7 [Unchanged]

Area 8

A high density residential and office uses designation is appropriate for this southern portion of the neighborhood. ~~The portion of the area abutting the Civic Center has seen a number of changes, including the construction of the new police facility, improvements to the satellite City Hall parking facility, and construction and conversion of new offices.~~

A density of 1,500 square feet per dwelling unit is the maximum allowed for residential development. Buildings combining offices with residential uses are encouraged. ~~There are some steep bluffs along "D" Street that should be of concern as development occurs.~~ View impacts should be considered for those properties facing or southwest of Holly Street. Design criteria as specified in the Land Use and Development Code shall apply to office and multi-family construction of two units or more.

In order to protect the adjacent properties, special consideration should be given to screening for any new parking facility on the property abutting Halleck Street between A and B Streets.

Area 8 Land Use Designation: Multifamily Residential, High Density

Area 9 [Unchanged]

Area 10

The Old Town Subarea Plan includes land within the Lettered Streets and the ~~GBD City Center~~ Center Neighborhoods on either side of Whatcom Creek, with Area 10 comprising the portion of the Lettered Streets Neighborhood within the Subarea Plan boundary. The Subarea Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See Appendix A – Old Town Subarea Plan for details.

Area 10 Land Use Designation: Commercial

Area 11 [Unchanged]

Area 12 [Delete in entirety]

Area 13 [Delete in entirety]

Area 14

This area is a combination of properties formerly contained in Areas 8 and 9 of the Lettered Streets Neighborhood. These areas had similar residential densities allowed. However, office development was permitted along Dupont and "F" Streets (arterials) ~~as well as "D"~~

and "E" Streets. Since several office conversions were successfully made in older homes, to the betterment of the entire neighborhood, there was no reason to remove the mixed-use qualifier from the properties formerly contained in Area 8. There are ~~three~~two significant historic properties in the area: Pickett House, Bellingham Theatre Guild (formerly First Congregational Church,) and Lettered Streets Coffehouse (formerly Ahlfords Grocery (and Bonnie Rest Mattress.) It is unlikely that any either of these structures will be converted to residential uses. Other areas of the Lettered Streets Neighborhood, particularly Area 3, contain a greater proportion of primary historic resources - vintage buildings contributing dramatically to historic character and over 75 years of age.

Sensitive residential development in this area should result in a vital, desirable residential neighborhood. Generally, the quality of newer buildings within the area has been high and the structures have been in scale with the surroundings, allowing a harmonious mix of new and old as transition occurs. ~~Area 14 is viewed as the residential element for the Central Waterfront development area.~~ Offices and multifamily structures of two units or more shall be subject to design criteria as specified in the Land Use and Development Code.

To encourage residential development at higher densities, a payment option in lieu of usable space should be permitted.

Area 14 Land Use Designation: Multifamily Residential, No Density Specified

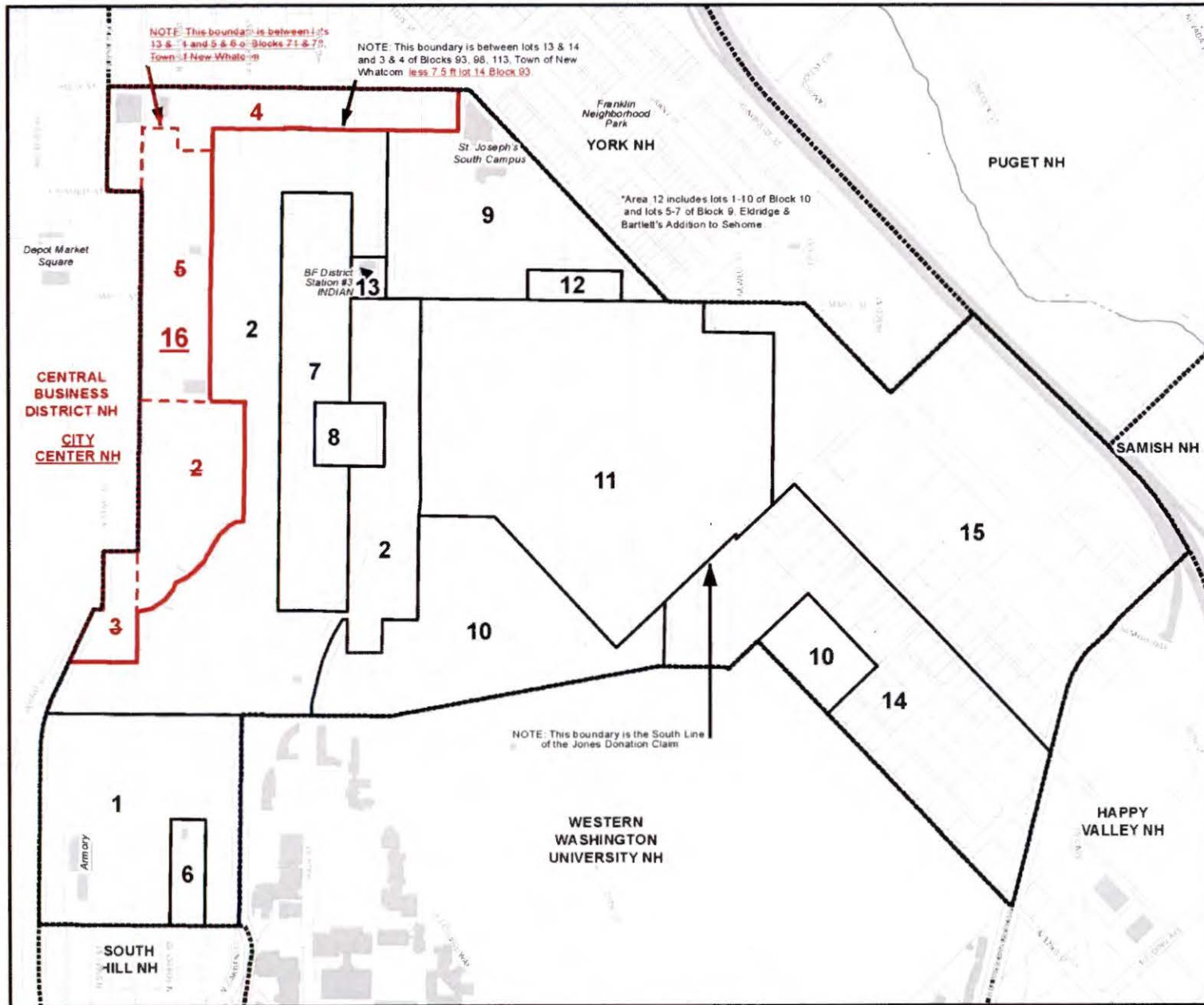
Area 15 [Delete in entirety]

Area 16

The Downtown Bellingham Plan includes land within the City Center, Lettered Streets, Sehome, Sunnyland, and York Neighborhoods. Area 16 is the Lettered Streets Neighborhood portion of the Plan Boundary. The Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See the Downtown Bellingham Plan, Appendix C to the City Center Neighborhood Plan, for details.

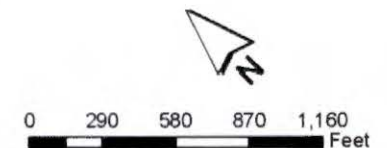
Area 16 Land Use Designation: Urban Village

EXHIBIT C



SEHOME NEIGHBORHOOD LAND USE

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Multi-Family Res., High Density
2	Multi-Family Res., High Density
3	Commercial
4	Commercial
5	Multi-Family Res., High Density
6	Public
7	Multi-Family Res., High Density
8	Public
9	Multi-Family Res., High Density
10	Public
11	Single Family Res., Med. Density
12	Multi-Family Res., High Density
13	Public
14	Single Family Res., Low Density
15	Urban Village (Samish Way - Subarea Plan)
16	Urban Village (Downtown Bellingham Plan)



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1/27/2014, cjb

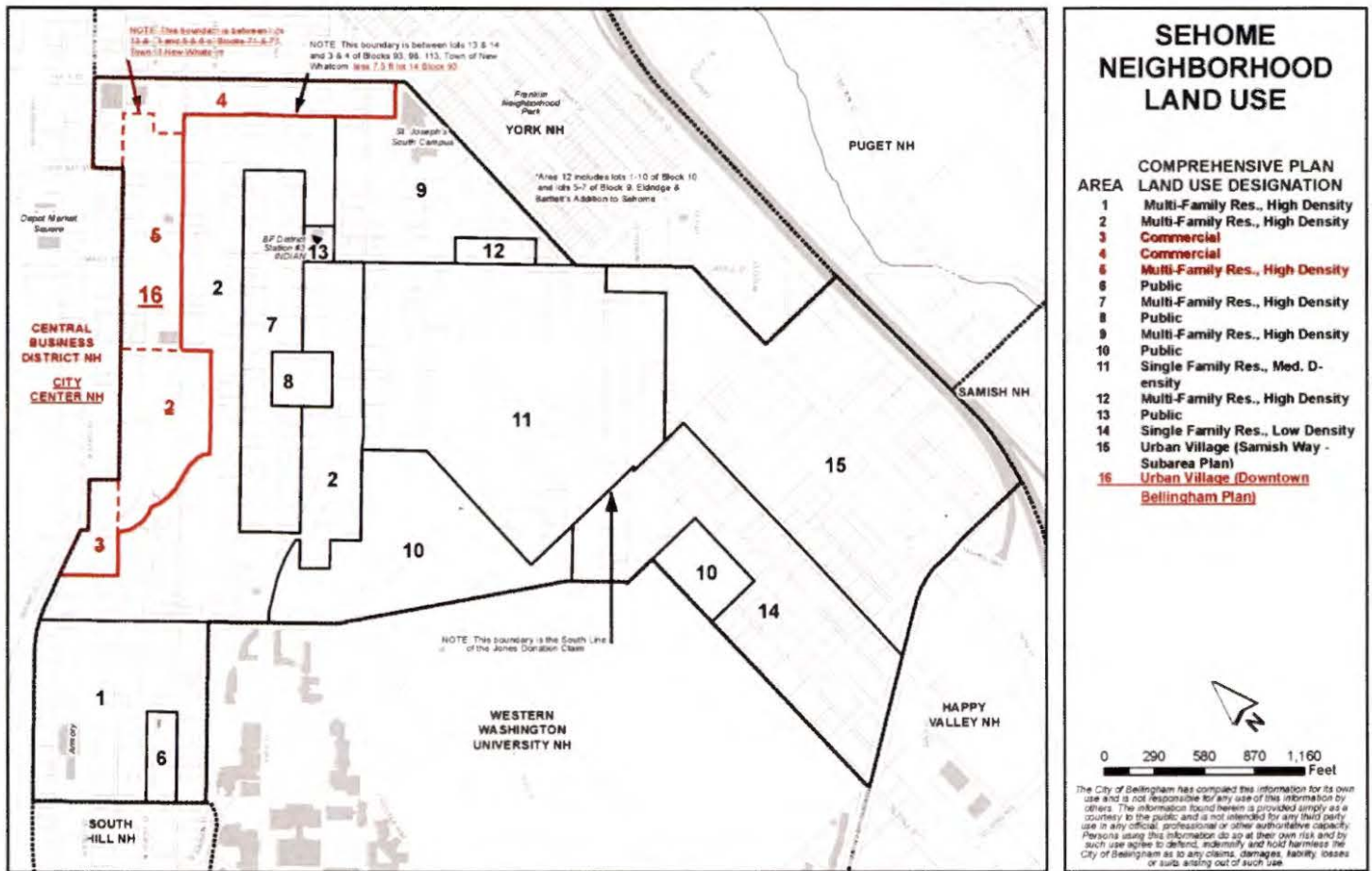
EXHIBIT C

EXHIBIT C

Amendments to Sehome Neighborhood Plan

Chapter 2: Subarea Descriptions and Land Use Designations

The boundaries of the Sehome Neighborhood incorporate several distinct areas with characteristics influenced by the underlying zoning as well as the actual use of individual properties. The **Sehome Neighborhood Comprehensive Plan Land Use Map** (below) delineates the boundaries of each of the areas described in this chapter.



2011-2014 Sehome Neighborhood Comprehensive Plan Land Use Map. ([CLICK HERE](#) for most current map)

Densities are set in **BMC 20.00.160 Sehome Neighborhood Table of Zoning Regulations** ([CLICK HERE](#) to view) are special conditions, prerequisite conditions and special regulations.

Area 1 [Unchanged]

Area 2

Area 2 is zoned Residential Multi and includes portions of Forest, Garden, High and Indian Streets running northeast and southwest, and Chestnut, Maple, Laurel, Myrtle, and Ivy Streets running northeast and west. The topography of Area 2 is characterized by relatively level benches broken by steep hillside areas. The slope of the terrain provides views over the southern end of downtown and the bay.



The Morse House on Garden Street is listed on the National Register of Historic Places. Originally built as a single-family residence, the building has been adaptively used over time as a bed and breakfast and as multifamily housing. Photo courtesy Joy Keenan.

With proximity to WWU and its dramatic topographic setting and views, the area reflects its historical past and retains numerous significant residential, religious, community and commercial buildings. A number of historic homes in the area have been converted into apartments, condos or used as rental housing. Many of these houses were built by city founders, industrialists and early business people, and these and other historically significant buildings and districts in the area may be eligible for listing on the National Register of Historic Places.

The area has a mix of historic grand and modest late 19th and early 20th century single-family houses, interspersed with substantial historic multi-family apartment buildings, as well as some post-modern multi-family structures that pre-date design review. Some of the neighborhood's oldest buildings are in this area, which contribute to the overall historical and architectural significance. Historic buildings and many of the later developments dating from the 1950s through the 1990s in the area all range in condition from good to poor.

With the adoption of the City's Multifamily Design Handbook, new multi-family buildings are required to



Row of historic houses along Forest Street in Area 2. Portions of Area 2 were historically developed to include a mix of single- and multi-family housing forms. City of Bellingham photo.

meet design guidelines. As a result, the design and construction quality of multi-family buildings in Bellingham have improved substantially. New development on either side of Forest Street in Area 2 is guided by the Downtown Bellingham Plan and City Center Master Plan / Design Guidelines Standards.

District 2 of the WWU Institutional Master Plan (IMP) is located in the southeastern portion of Area 2 near the intersection of East Oak and High Streets. A WWU administrative support building (Alumni House) is currently located in this district. The IMP includes a recommendation that a rezone of District 2 to Institutional should be evaluated when the Sehome

Neighborhood Plan is updated in order to further support WWU Academic and Administrative services. The Sehome Neighborhood has not formally evaluated the rezone recommendation during the processing of the 2011 Neighborhood Plan update. Discussions between the Sehome Neighborhood and WWU will need to occur prior to pursuing this recommendation with the City.

Area 2 Land Use Designation: Multi-family Residential, High Density

Area 3 [Delete in entirety]

Area 4 [Delete in entirety]

Area 5 [Delete in entirety]

Areas 6 through 15 [Unchanged]

Area 16

The Downtown Bellingham Plan includes land within the City Center, Lettered Streets, Sehome, Sunnyland, and York Neighborhoods. Area 16 is the Sehome Neighborhood portion of the Plan Boundary. The Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See the Downtown Bellingham Plan, Appendix C to the City Center Neighborhood Plan, for details.

Area 16 Land Use Designation: Urban Village



Newer office developments along Forest Street in the Downtown District. Photo courtesy Joy Keenan.



The historic Alamo Apartments on Maple Street and Garden Street. Photo courtesy Bert Monroe.

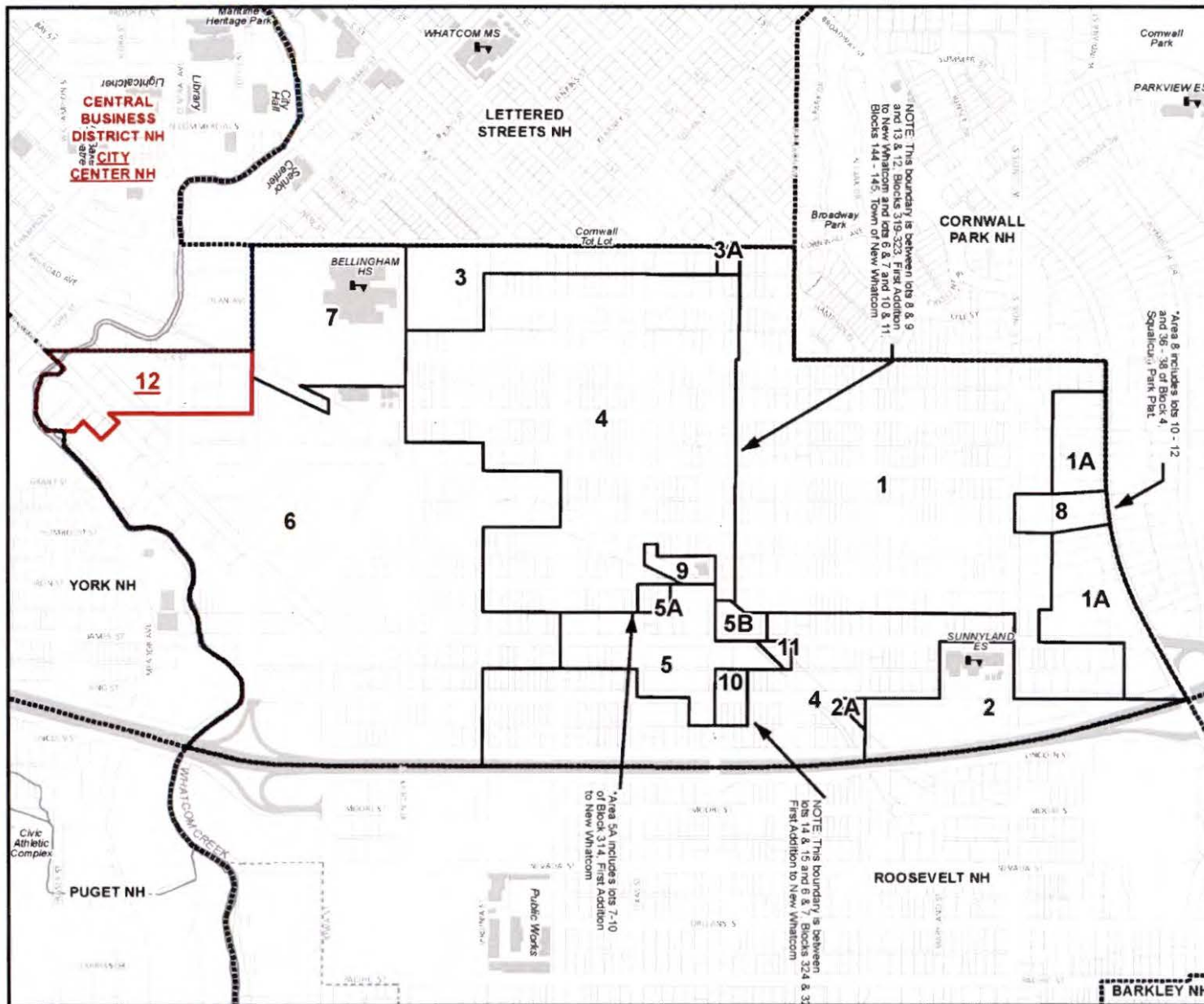


Wharf Street Roundabout in the Downtown District.



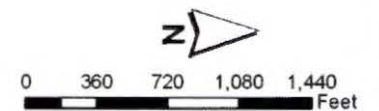
Holly Street near State Street intersection in the Downtown District. Photo courtesy Joy Keenan.

EXHIBIT C



SUNNYLAND NEIGHBORHOOD LAND USE

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Single Family Res., Med. Density
1A	Single Family Res., Low Density
2	Public
2A	Public
3	Multi-Family Res., High Density
3A	Commercial
4	Multi-Family Res., Med. to High Density
5	Commercial
5A	Commercial
5B	Commercial
6	Industrial
7	Public
8	Public
9	Public
10	Multi-Family Res., Med. to High Density
11	Multi-Family Res., High Density
12	<u>Urban Village (Downtown Bellingham Plan)</u>



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1/27/2014, qjb

EXHIBIT C

EXHIBIT C

Amendments to Sunnyland Neighborhood Plan

1. Chapter IV. Circulation, Arterials, is amended as follows:

Arterials

The James Street/State Street connector forms the principal north-south arterial in the interior of the Sunnyland Neighborhood carrying in excess of 18,000 vehicles per day on James Street. The James Street/State Street connector functions as one of the primary access points to the ~~Central Business District~~ City Center from the Interstate 5 corridor at Sunset Drive. Interstate 5 forms the eastern boundary of the neighborhood while the secondary arterial Cornwall Avenue forms a significant portion of the western boundary. East and west circulation is achieved by three well-spaced secondary arterials including Sunset Drive on the northern edge, Alabama Street in the central portion of the neighborhood, and Ohio Street near the southern end of the neighborhood. Grant Street between Ohio and Kentucky Streets is designated as a collector arterial to serve the industrial area while a portion of Meador Avenue serves as a secondary arterial at the southern extremity of the neighborhood connecting Grant Street to James Street. IT SHOULD BE NOTED THAT THROUGH TRAFFIC ON ELLIS STREET HAS BEEN DE-EMPHASIZED BY THE PLACEMENT OF TRAFFIC CIRCLES, BARRICADES AND STOP SIGNS. ELLIS IS NO LONGER AN ARTERIAL STREET IN THIS NEIGHBORHOOD.

2. Chapter V. Subarea Descriptions and Land Use Designations, is amended as follows:

VI. Subarea Descriptions and Land Use Designations

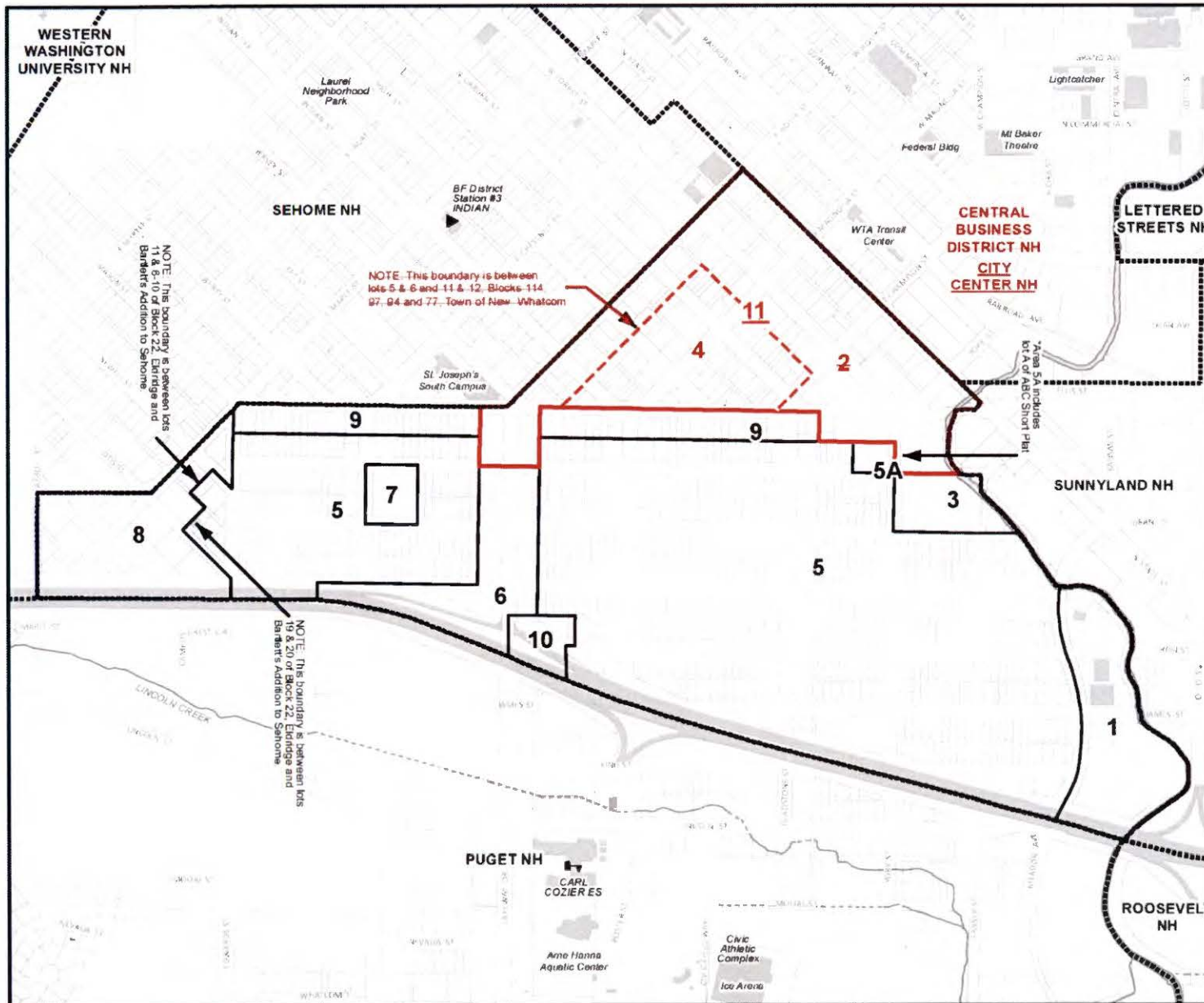
Areas 1 through 11 [Unchanged]

Area 12

The Downtown Bellingham Plan includes land within the City Center, Lettered Streets, Sehome, Sunnyland, and York Neighborhoods. Area 12 is the Sunnyland Neighborhood portion of the Plan Boundary. The Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See the Downtown Bellingham Plan, [Appendix C](#) to the City Center Neighborhood Plan, for details.

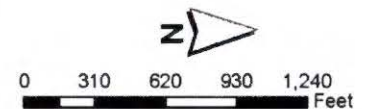
Area 12 Land Use Designation: Urban Village

EXHIBIT C



YORK NEIGHBORHOOD LAND USE

AREA	COMPREHENSIVE PLAN LAND USE DESIGNATION
1	Industrial
2	Commercial
3	Public
4	Multi-Family Res.
5	Single Family Res., High Density
5A	Multi-Family Res., High Density
6	Multi-Family Res., High Density
7	Public
8	Urban Village (Samish Way - Subarea Plan)
9	Multi-Family Res., High Density
10	Public
11	Urban Village (Downtown Bellingham Plan)



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1/27/2014, cjb

EXHIBIT C

EXHIBIT C

Amendments to York Neighborhood Plan

1. Chapter III. Public Facilities and Utilities is amended as follows:

III. PUBLIC FACILITIES AND UTILITIES

York Neighborhood is close to many of the civic opportunities in the ~~Central Business District-City Center~~ such as the Library, City Hall, and other governmental services. No schools, however, exist directly in the neighborhood, and elementary school children must be bused to Carl Cozier School just east of the freeway.

2. Chapter IV. Subarea Descriptions and Land Use Designations, is amended as follows:

IV. Subarea Descriptions and Land Use Designations

Area 1 [Unchanged]

~~Area 2~~

~~The corridors along Holly, State, Forest, and Ellis Streets, north of Champion, relate to the Central Business District and are so designated. Uses in the small area north of Champion are primarily commercial rather than industrial, and they are expected to continue under a CBD land use category.~~

~~AREA 2 LAND USE DESIGNATION: COMMERCIAL~~

Area 3 [Unchanged]

~~Area 4~~

~~Density in the mixed-office and high-density residential area west of Ellis Street will be limited to some extent by the setback and parking requirements. It is intended that buildings compatible with an expanding CBD be developed at whatever heights and densities are feasible.~~

~~AREA 4 LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL~~

Areas 5 through 10 [Unchanged]

Area 11

The Downtown Bellingham Plan includes land within the City Center, Lettered Streets, Sehome, Sunnyland, and York Neighborhoods. Area 11 is the York Neighborhood portion of the Plan Boundary. The Plan is intended as a policy document for an overlay zone that will guide future development within the subarea. See the Downtown Bellingham Plan, [Appendix C](#) to the City Center Neighborhood Plan, for details.

Area 11 Land Use Designation: Urban Village

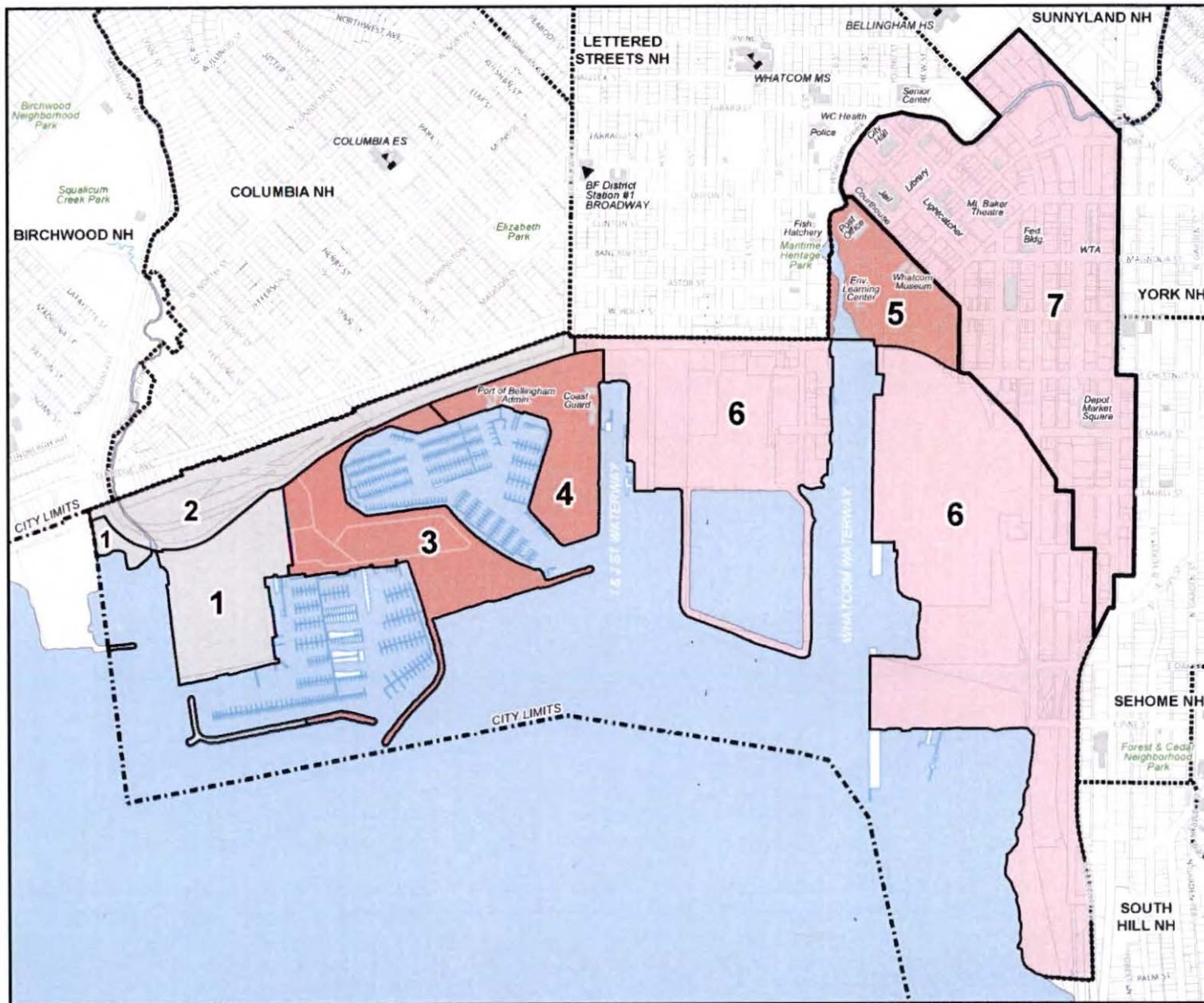
EXHIBIT D - Cover Sheet

Amendments to Neighborhood Plan Zoning Maps and Tables

Includes:

- BMC 20.00.031 City Center Neighborhood Zoning Map
- BMC 20.00.031 City Center Neighborhood Table of Zoning Regulations
- BMC 20.00.100 Lettered Streets Neighborhood Zoning Map
- BMC 20.00.100 Lettered Streets Neighborhood Table of Zoning Regulations
- BMC 20.00.160 Sehome Neighborhood Zoning Map
- BMC 20.00.160 Sehome Neighborhood Table of Zoning Regulations
- BMC 20.00.200 Sunnyland Neighborhood Zoning Map
- BMC 20.00.200 Sunnyland Neighborhood Table of Zoning Regulations
- BMC 20.00.210 York Neighborhood Zoning Map
- BMC 20.00.210 York Neighborhood Table of Zoning Regulations

EXHIBIT D



CITY CENTER NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATIONS*
1	Industrial, Light/Mixed
2	Industrial, Light
3	Commercial, Waterfront
4	Commercial, Mixed/Planned
5	Commercial
6	Waterfront District Urban Village
7	Downtown District Urban Village

* SEE BELLINGHAM MUNICIPAL CODE TITLE 20
TABLE OF ZONING REGULATIONS FOR
MODIFICATIONS IN THE LIST OF PERMITTED
USES AND OTHER SPECIAL PROVISIONS
FOR EACH NUMBERED AREA



0 520 1,040 1,560 2,080
Feet

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2/14/2014, qjb

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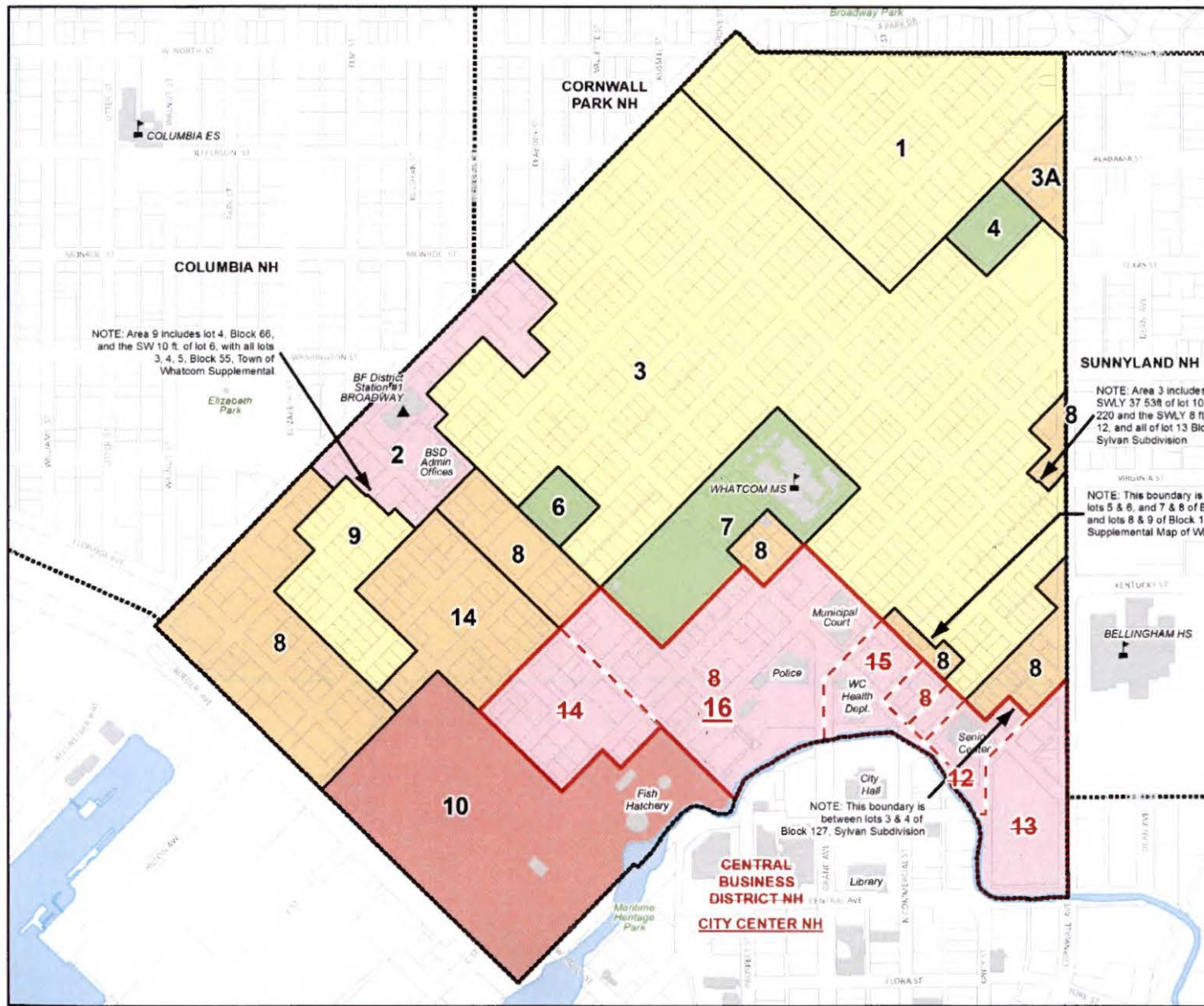
EXHIBIT D

BMC 20.00.031 City Center Neighborhood Table of Zoning Regulations

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
1	Industrial	Light, mixed	N/A	Shoreline; property legally described in Attachment 1 to Ordinance No. 2010-12-071 codified in this chapter shall have a height limit of 60 feet.	None	Mixed uses include: 1. Manufacturing of water related goods such as: a. Ship and boat building and repair b. Canned and cured fish and seafoods c. Fresh or frozen packaged fish and seafoods. 2. Other uses pertaining to the storage, manufacture or construction of any product which requires or is functionally dependent upon water transport.
2	Industrial	Light	N/A	Shoreline	None	None
3	Commercial	Waterfront	N/A	Shoreline; public access and viewpoints where appropriate	Park	None
4	Commercial	Planned, mixed See Special Regulations	Offices and residential uses when at ground level should not cover more than 15 percent of the site in Area 4	View; traffic; setback-height flexibility; utilities; shorelines	Public Access	Mixed uses include water dependent, water related, water enjoyment uses. Tourist-oriented uses such as retail shops, hotels, convention facilities, trade centers, restaurants, fisherman/farmers' market, moorage, a marine cruise terminal, offices and residences are encouraged. Development phasing is permitted, provided the remaining public amenities as described in Res. 69-1984 are installed prior to or concurrent with any peninsula development. No required setback or height restrictions should be imposed. Basic Design Parameters: 1. Uninterrupted public access shall be provided along the shoreline edge at grade except where restricted access is required for safety and navigation. 2. The overall development plan should promote the visual feeling of public accessibility into the project and public areas. The building design and resulting site development shall be configured so as to maintain some through views from the point to the water and surroundings. These view areas are anticipated to occur through the development of public spaces, plazas, etc., within the project. 3. Views from residential areas to the north and northeast shall not be adversely impacted. No buildings higher

						<p>than 35 ft. shall be permitted on the northwestern "panhandle" portion of Area 7. In other areas, construction not to exceed a building height up to 65 ft. to the top of the roof line shall be permitted, except where approved in the site plan review process.</p> <p>The project(s) roof surface shall be developed to create an enhanced visual appearance. This approach shall consider options such as:</p> <ul style="list-style-type: none"> • Screened equipment areas • Roof landscaping • Selection of roof materials to enhance appearance • Roof deck(s) or plaza(s) • Roof screens <p>The roof elevations shall be developed to create an enhanced visual approach. This approach shall consider options such as:</p> <ul style="list-style-type: none"> • Modulating the roof form • Height variations of roof(s) • Use of attractive construction • Landscaping <p>These design elements may also extend above the basic height limitation.</p> <p>4. Off-site parking specifically constructed or reserved for the project may be permitted.</p> <p>Traffic and utilities need to be evaluated commensurate with the size of development. At the time of site plan submittal, fire flow may have to be upgraded.</p> <p>Prior to formal submittal of the planned application to the city, two meetings with the neighborhood shall be required to be held.</p>
5	Commercial	N/A	N/A	Shoreline	None	See BMC 20.35.055-.085 Old Town Overlay District
6	Urban Village	Waterfront District	See BMC 20.37.400-.480 Waterfront District Urban Village	Shoreline	None	None
7	Urban Village	Downtown District	See BMC 20.37.500-.560 Downtown District Urban Village	Shoreline	None	None

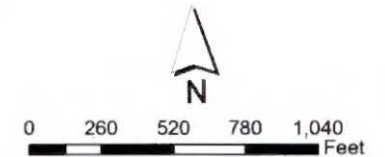
EXHIBIT D



LETTERED STREETS NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATION*
1	Residential Single
2	Fountain District Urban Village
3	Residential Single
3A	Residential Multi, Multiple
4	Public, Housing
6	Public, Park
7	Public, Recreation/School
8	Residential Multi, Mixed/Multiple
9	Residential Single
10	Commercial
12	Public, Governmental Services
13	Commercial, Central
14	Residential Multi, Mixed/Multiple
15	Public, Governmental Services
16	Downtown District Urban Village

* SEE BELLINGHAM MUNICIPAL CODE TITLE 20
TABLE OF ZONING REGULATIONS FOR
MODIFICATIONS IN THE LIST OF PERMITTED
USES AND OTHER SPECIAL PROVISIONS
FOR EACH NUMBERED AREA



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7/17/2014, kn

EXHIBIT D

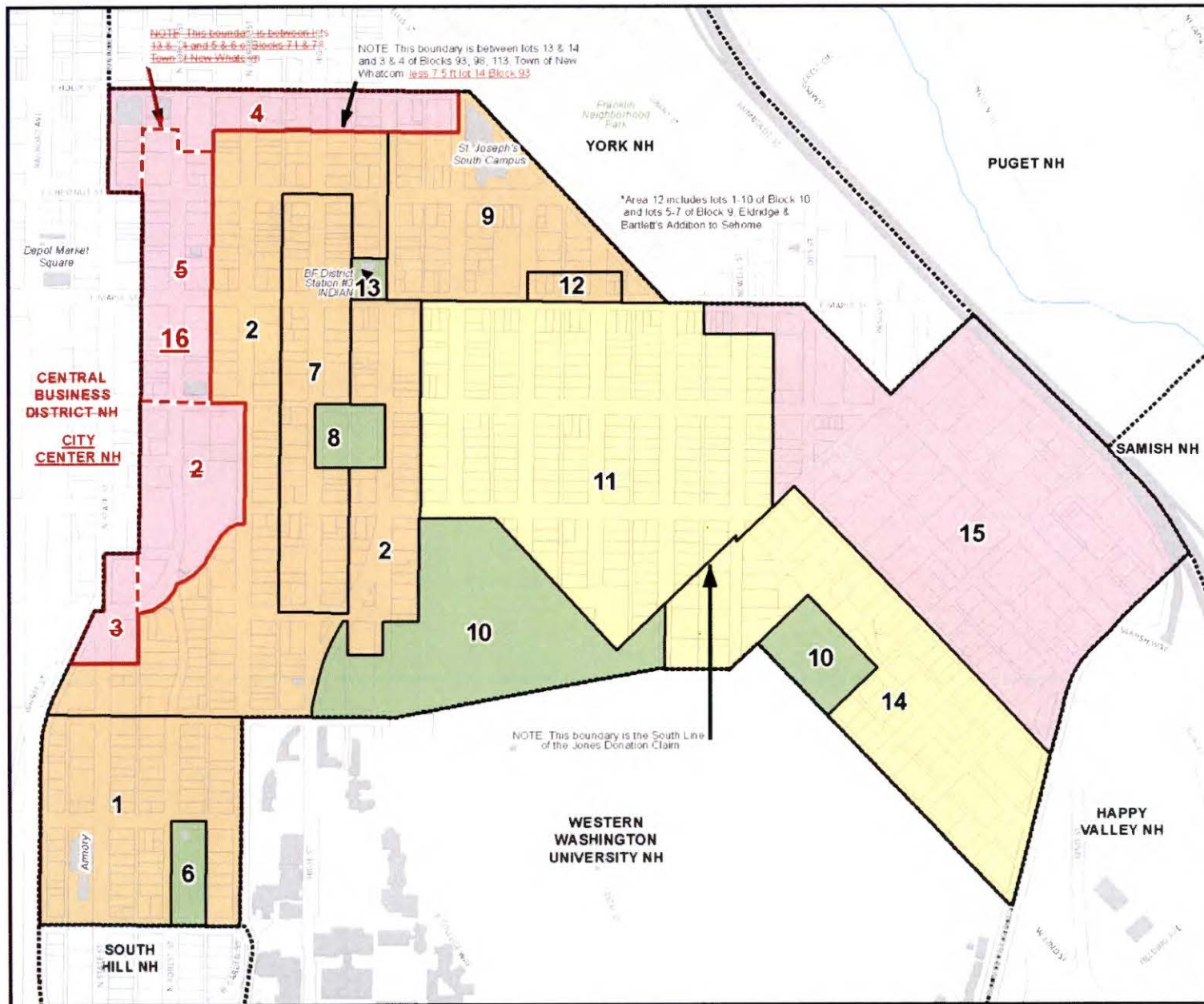
EXHIBIT D

BMC 20.00.100 Lettered Streets Neighborhood Table of Zoning Regulations

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
1 through 10	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
12	Public	Governmental Services	N/A	Shoreline	None	None
13	Commercial	Central	N/A	Shoreline; parking; CBD approach	None	None
14	Residential Multi	Multiple, mixed (offices allowed)	None specified	Historic; conversions on lots of record to duplex permitted; office uses permitted on properties fronting "F" Street; and Dupont Street and all properties southeast of "F" Street ; usable space fee option; Design criteria for offices and multifamily housing of two units or more.	None	None
15	Public	Governmental Services	N/A	Shoreline	None	None
<u>7</u>	<u>Urban Village</u>	<u>Downtown District</u>	<u>See BMC 20.37.500-.560 Downtown District Urban Village</u>	<u>Shoreline</u>	<u>None</u>	<u>None</u>

EXHIBIT D

EXHIBIT D



SEHOME NEIGHBORHOOD ZONING

AREA ZONING DESIGNATION*

- 1 Residential Multi, Multiple
- 2 Residential Multi, Multiple
- 3 Commercial
- 4 Commercial
- 5 Multi-Family Res., High Density
- 6 Public, Park
- 7 Residential Multi, Multiple/Planned
- 8 Public, Park
- 9 Residential Multi, Multiple/Planned
- 10 Public, Open Space/Park/Utilities
- 11 Residential Single
- 12 Residential Multi, Multiple
- 13 Public, Governmental Services
- 14 Residential Single
- 15 Samish Way Urban Village
- 16 Downtown District Urban Village

* SEE BELLINGHAM MUNICIPAL CODE TITLE 20 TABLE OF ZONING REGULATIONS FOR MODIFICATIONS IN THE LIST OF PERMITTED USES AND OTHER SPECIAL PROVISIONS FOR EACH NUMBERED AREA



0 290 580 870 1,160 Feet

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1/27/2014, cjb

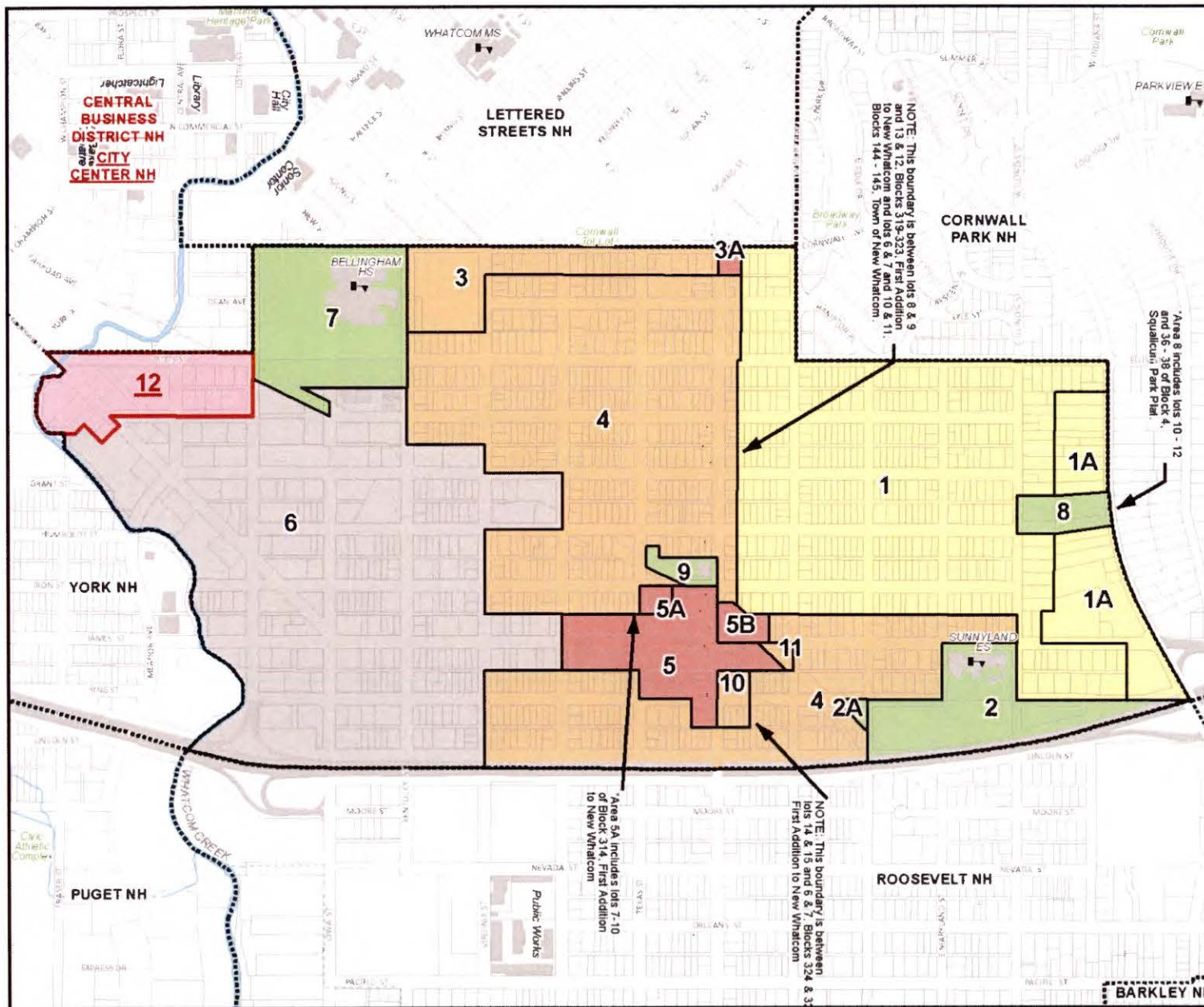
EXHIBIT D

EXHIBIT D

BMC 20.00.160 Sehome Neighborhood Table of Zoning Regulations

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
1 and 2	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
3	Commercial	Planned (Ordinance No. 8925)	N/A	Limit curbs cuts, view.	None	None
4	Commercial	Central	N/A	Central Business District approach, view, historic, limited curb cuts.	None	None
5	Residential Multi	Multiple, Mixed (Offices Allowed).	1,000 sq. ft. per unit.	View, historic.	None	None
6 through 15	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
16	<u>Urban Village</u>	<u>Downtown District</u>	<u>See BMC 20.37.500-.560 Downtown District Urban Village</u>	<u>None</u>	<u>None</u>	<u>None</u>

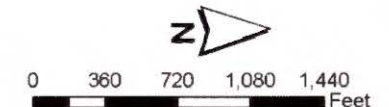
EXHIBIT D



SUNNYLAND NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATION*
1	Residential Single
1A	Residential Single
2	Public, Park/School
2A	Public, Housing
3	Residential Multi, Mixed/Multiple
3A	Commercial, Nhood/Planned
4	Residential Multi, Duplex
5	Commercial, Neighborhood
5A	Commercial, Nhood/Planned
5B	Commercial, Nhood/Planned
6	Industrial, Light
7	Public, Recreation/School
8	Public, Utilities
9	Public, Governmental Services
10	Residential Multi, Mixed/Planned
11	Residential Multi, Mixed/Multiple
12	<u>Downtown District Urban Village</u>

* SEE BELLINGHAM MUNICIPAL CODE TITLE 20
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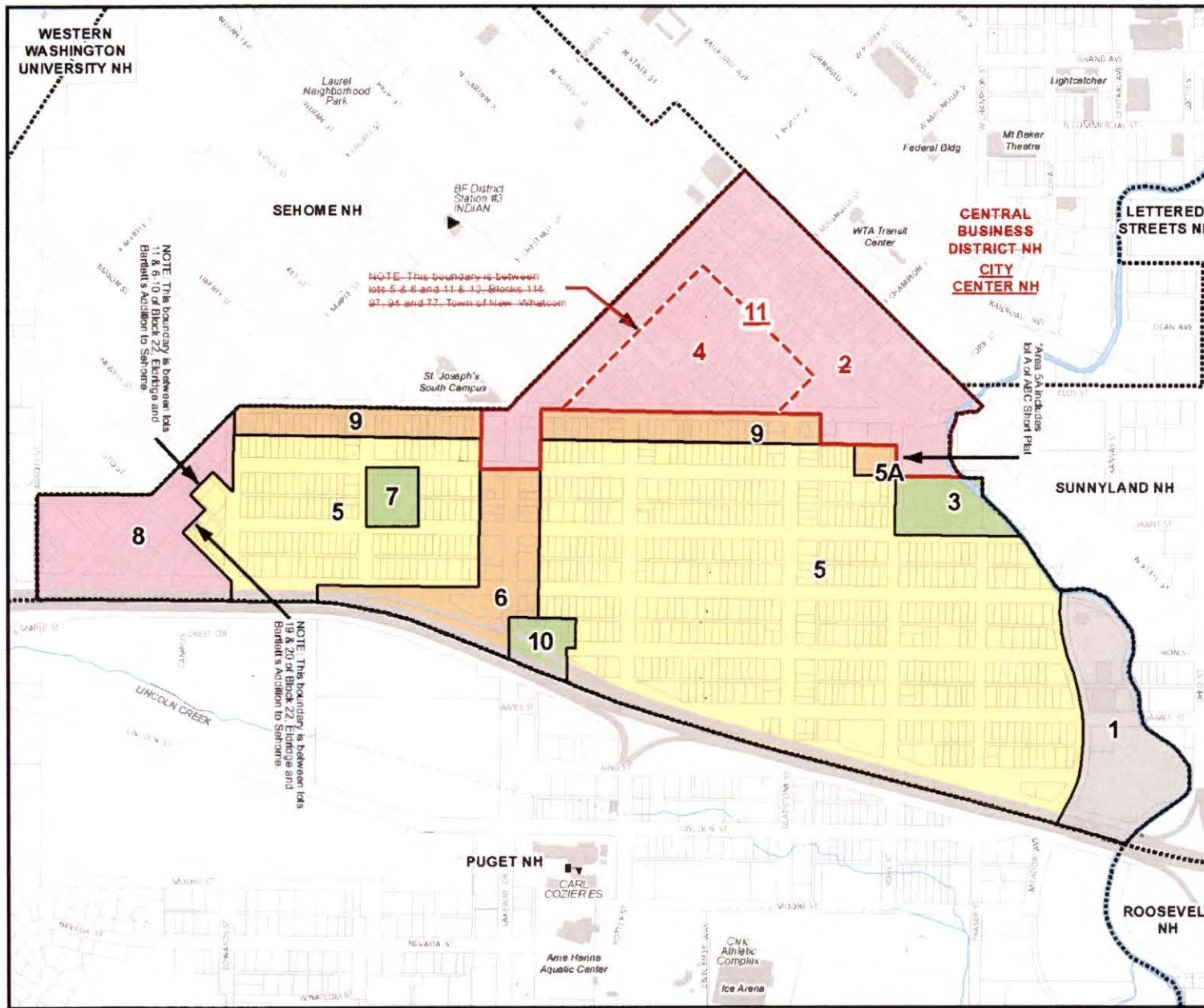
EXHIBIT D

BMC 20.00.200 Sunnyland Neighborhood Table of Zoning Regulations

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
1 through 11	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
12	<u>Urban Village</u>	<u>Downtown District</u>	<u>See BMC 20.37.500-.560 Downtown District Urban Village</u>	<u>Shoreline</u>	<u>None</u>	<u>None</u>

EXHIBIT D

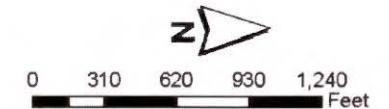
EXHIBIT D



YORK NEIGHBORHOOD ZONING

AREA	ZONING DESIGNATION*
1	Industrial, Light
2	Commercial
3	Public, Govt Svcs/Housing
4	Multi-Family Res.
5	Residential Single
5A	Residential Multi, Mixed/Multiple
6	Residential Multi, Mixed/Multiple
7	Public, Park
8	Samish Way Urban Village
9	Residential Multi, Mixed/Multiple
10	Public, Park
11	Downtown District Urban Village

* SEE BELLINGHAM MUNICIPAL CODE TITLE 20
TABLE OF ZONING REGULATIONS FOR
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1/27/2014, cjb

EXHIBIT D

EXHIBIT D

BMC 20.00.210 York Neighborhood Table of Zoning Regulations

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
1	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
2	Commercial	Central	N/A	CBD Approach; historic; shoreline; flood	None	None
3	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
4	Residential Multi	Multiple, mixed (offices allowed)	3,000 sq. ft. per unit for multiple, 6-unit max. per structure	Historic; 1-5 buffer; flood; shoreline	None	None
5 through 10	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]	[Unchanged]
11	Urban Village	Downtown District	See BMC 20.37.500-.560 Downtown District Urban Village	Shoreline	None	None

EXHIBIT D

EXHIBIT E - Cover Sheet

Amendments to City Center Design Standards

Includes:

- BMC 20.25.020, Figure 20.25.020(B) - *City Center Design Review District*
- BMC Chapter 20.25 - Exhibit A, *City Center Design Standards*

EXHIBIT E

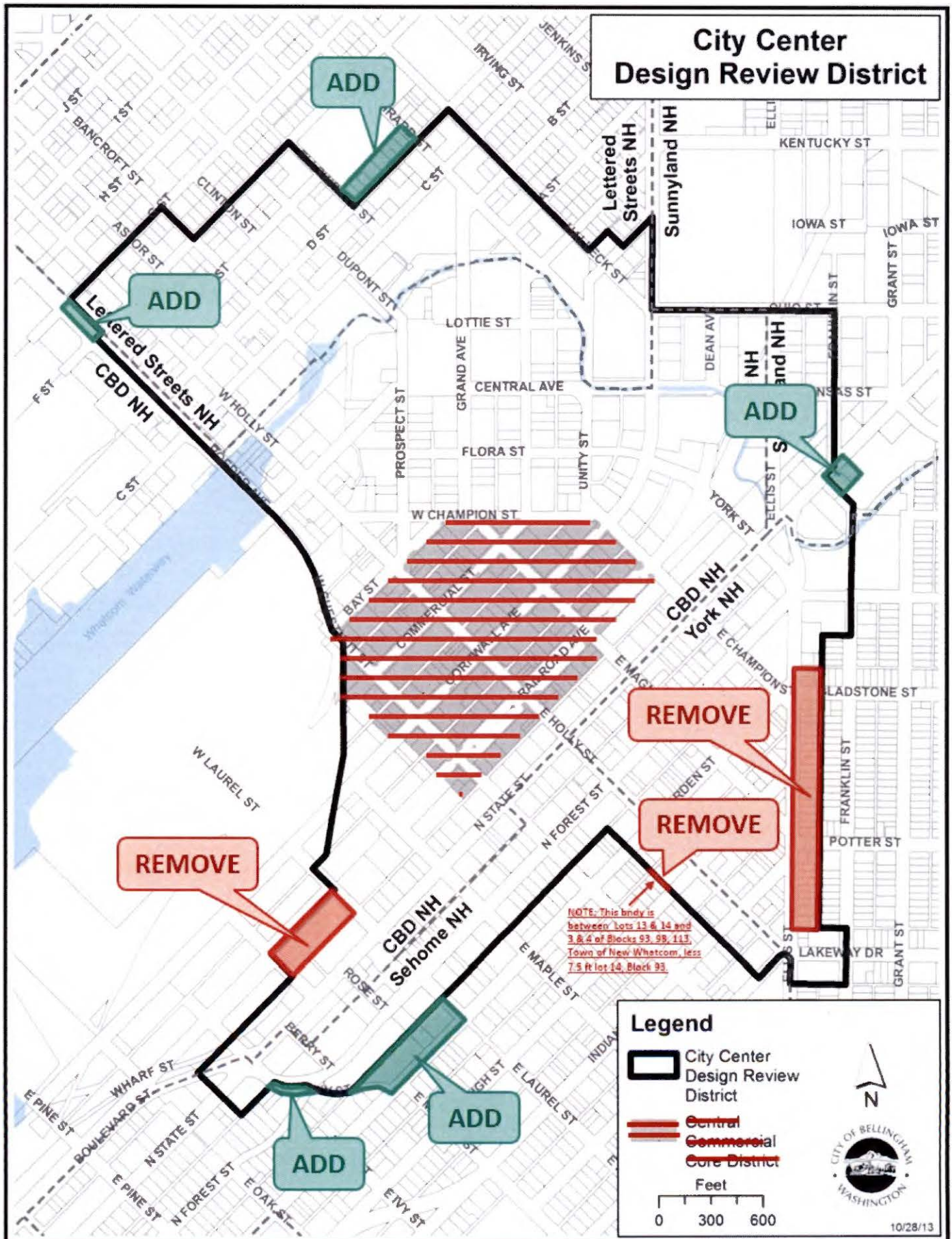


EXHIBIT E

CITY CENTER DESIGN STANDARDS HANDBOOK COVER SHEET

Design Standards

Design standards applicable within the *Downtown Bellingham Plan* boundaries are currently located in two places in the Bellingham Municipal Code (BMC) as follows:

- BMC 20.25.050, and
- BMC Appendix 20-B, City Center Design Standards Handbook (Handbook)

Proposed Amendments:

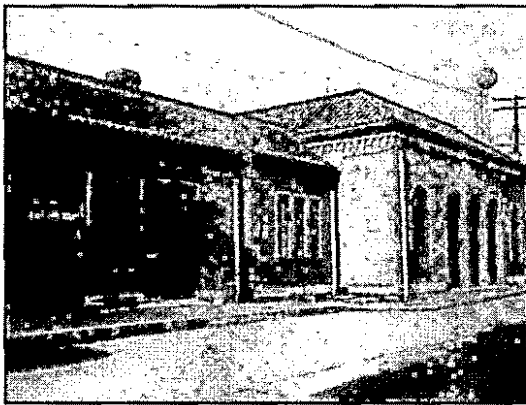
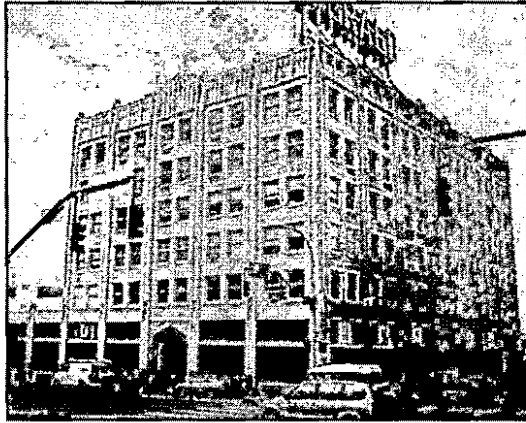
- 1) Consolidate the standards located in BMC 20.25.050 into the Handbook and amend them as necessary to simplify them, and to fit the format and context of the Handbook.
- 2) Add two design standards and a corresponding figure to the Handbook to regulate the maximum floor plate and minimum separation of building towers. These standards are consistent with what was recently adopted in the Waterfront Design Standards.
- 3) Align the City Center Design Standards Map boundary with the *Downtown Bellingham Plan* boundary (see **EXHIBIT E** in the draft ordinance).
- 4) Update outdated text in the Handbook and reformat it for easier use. Due to complications with document formatting, the Handbook will be repealed and readopted.

The following lists the design review standards in the order they appear in BMC 20.25.050(C), and where they were moved to in the Handbook (see **EXHIBIT E** in the draft ordinance).

- | | |
|---|--|
| 1. Commercial Street Frontage | Chapter 1, (B)(5) and Page 10 |
| Figure 20.25.050 Pedestrian-Oriented Commercial Streets | Chapter 1, (B)(5) and Page 10 |
| 2. Commercial Space Ceiling Height | Chapter 1, (C)(2)(b) |
| 3. Pedestrian-Oriented Street Walls | Chapter 1, (E)(3)(a) |
| 4. Blank Walls | Chapter 1, (D)(2)(c) |
| 5. Weather Protection | Chapter 4, (B)(1) |
| 6. Whatcom Creek | Chapter 1, (B)(6) |
| 7. Sidewalks | Chapter 1, (B)(1) |
| 8. Projections into the Public Right-of-Way | Chapter 1, (C)(8) |
| 9. Residential Design | Chapter 1, (I) |
| 10. Surface Parking | Chapter 3, (A)(4)(c) and (5)(d) |
| 11. Drive-Through Facilities | Chapter 1, (G)(4) |
| New: Building Tower - Floor Plate Size Limit. | Chapter 1, (C)(5) with figure on Page 12 |
| New: Building Tower - Minimum Separation. | Chapter 1, (C)(6) with figure on Page 12 |

EXHIBIT E

City Center Design Standards Bellingham, Washington



BMC Chapter 20.25 - Exhibit A

Adopted by Ordinance # 2014-09-049

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Introduction

This document presents design standards for the City Center in Bellingham, Washington. They reflect the City's goals to promote economic development, enhance the image of the downtown and reuse historic resources. The standards neither dictate taste nor assure good design. Rather, they support the traditional qualities of the City Center and provide a framework for sympathetic design.

A. Intent of the Design Standards and Review Process

1. **Design standards are approval criteria that must be met as part of design review and historic design review.** They inform the developers and the community as to what issues will be addressed during the design review process. The standards include broader concepts than typical development standards in order to provide flexibility to designers. Applicants are responsible for explaining, in their application, how their design meets each applicable standard.
2. **The design review process is flexible. It is intended to encourage designs that are innovative and appropriate for their locations.** For this reason design standards are qualitative statements. Unlike some objective design criteria, there are typically many acceptable ways to meet each design standard. It is not the City's intent to prescribe any specific design solution through the design standards.
3. **During the design review process, the review body must find that the proposal meets each of the applicable design standards.** Proposals that meet **all** applicable standards will be approved, proposals that do not meet **all** of the applicable standards will not be approved.

B. Why have Design Standards?

The design standards provide a basis for making decisions about the appropriate treatment of existing buildings, including historic resources, the design of compatible new construction and the preservation of Bellingham's broader historic landscape. They also serve as educational and planning tools for property owners and their design professionals who seek to make improvements that may affect the character of downtown.

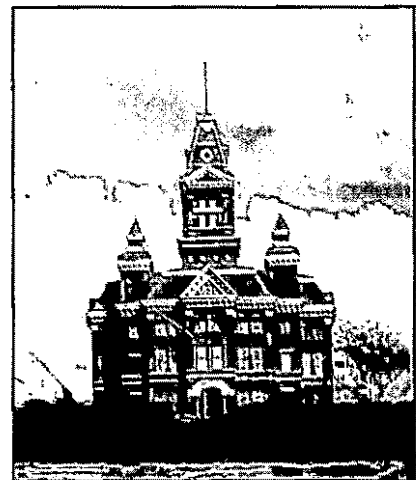
While the design standards are written such that they can be used by the layman to plan improvements, property owners are strongly encouraged to enlist the assistance of qualified design and planning professionals, including architects and historic preservation consultants.

In planning processes such as the Bellingham Comprehensive Plan, the City Center Master Plan and most recently the Downtown Bellingham Plan, citizens and property owners identified a need for design standards and a design review process to accomplish the following objectives:

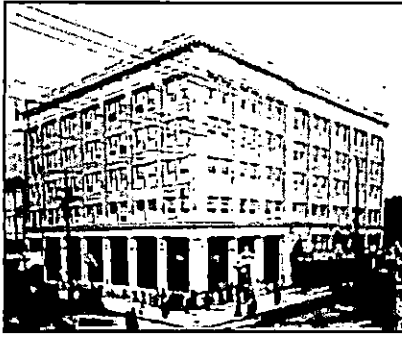
1. Provide a basis for making decisions about the appropriate treatment of existing buildings, including historic resources, and the design of compatible new construction.
2. Serve as educational and planning tools for property owners and their design professionals, to increase awareness of what constitutes good design and assist the applicant in achieving these objectives.
3. Protect the investment of current property owners by encouraging new construction that represents good design and respect for the scale of existing areas.
4. Improve the living environment and design characteristics of downtown housing.
5. Encourage creativity in site planning and architecture.



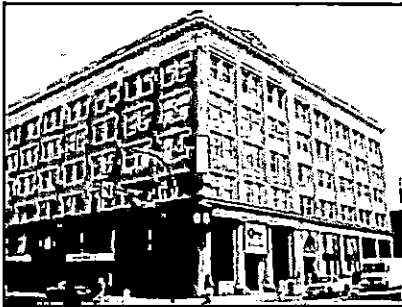
Bellingham's City Hall was constructed in 1892, and it housed city offices until 1939.



After decommissioning the City Hall in 1939, the building was converted to the Whatcom Museum of History and Art.



The Bellingham National Bank Building was constructed in 1912 (101-111 East Holly).



Many structures retain historic features that contribute to the interest of downtown. The Bellingham National Bank Building is an example.

An indication of the success of historic preservation is that the number of designated districts across the country has increased, due to local support, such that an estimated 1,000,000 properties, both as individual landmarks and in historic districts, are under local jurisdictions.

C. Why Preserve Historic Resources?

Historic resources make up a key part of the City Center's character and represent tangible links to the past. The historic buildings that exist in the City Center are assets that attract tourists, shoppers, businesses and residents. This can foster rehabilitation of buildings and support renewed economic activity.

Goal 13 of the Washington State Growth Management Act provides an overarching objective:

"Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance."

The City of Bellingham has adopted policies in the Bellingham Comprehensive Plan related to the preservation of historic resources and the potential benefit of having design guidelines and a design review process. The *Visions for Bellingham* process also resulted in the adoption of goals that relate to the preservation of historic resources in Bellingham:

"A large number of historic structures remain, providing a sense of place and history for existing and future citizens. Incentives assist in retaining and restoring historic structures and encouraging new development, which is complementary in terms of architectural style and scale. These incentives may include property tax breaks, zoning and building code flexibility for adaptive uses, and density or other bonuses that encourage good design."

The values associated with the preservation of historic resources include:

- Providing a link with the past
- Establishing a distinct market image
- Quickly making a building available for occupancy
- Providing an attractive image
- Supporting heritage tourism strategies
- Reinforcing the City Center's ambiance and civic pride

For more information about historic resource preservation see the *Downtown Bellingham Plan*, specifically Chapter 3, Goal 3.6 (Policies 3.13, 3.14, 3.15, 3.16 and 3.17); Chapter 4, Goal 4.4 (Policies 4.8, 4.9 and 4.10); and Chapter 5, Goal 5.2 (Policies 5.15, 5.16, 5.17 and 5.18).

D. How this Handbook is Organized

The standards are organized in a series of four chapters, each of which addresses a specific category of improvements:

- **Chapter 1: Alterations & New Construction.** This chapter applies to design of new buildings and alterations to existing buildings.
- **Chapter 2: Building Rehabilitation.** This chapter is optional, but recommended, for buildings of historic significance. It provides principles for rehabilitation that are based on nationally accepted standards for preservation, as adapted to the Bellingham City Center context.
- **Chapter 3: Parking Facilities.** This chapter addresses specific design issues related to parking lots and structures.
- **Chapter 4: All Projects.** This includes a collection of miscellaneous design issues that may occur in a variety of projects. For example, treatment of utilities and mechanical equipment is addressed in this section.

E. How to Use this Handbook

These provisions are in addition to the regulations contained in the Land Use and Development Ordinance. Where the provisions of this handbook conflict with provisions in the Land Use and Development Ordinance, the regulations of the Land Use and Development Ordinance shall apply.

Each design standard contains the following components:

1. **Design topic.** Within each chapter, the information is divided into pertinent design topics. For example, in the chapter addressing *Alterations & New Construction*, the design topic, "**Site Plan**" is among those discussed. This organization allows the user to quickly select the specific design topics within a chapter that are relevant.
2. **Design standards.** The specific design standards are presented as numbered **bold face** statements under each design topic. These are also numbered to indicate their relative position within the chapter and to aid in specific reference in the review process. Using the example from above, the *Alterations & New Construction* design topic contains the following design standard "**Maintain the alignment of buildings at the sidewalk edge**".

Each project shall be required to comply with the applicable design standards listed under each design topic. Each design standard indicates the preferred conditions, but the City's Planning and Community Development Department Director (Director) may consider other equal or better design solutions if these solutions meet the intent of the standard.

While alternative solutions can be proposed, none of the criteria in the design standard statements can be disregarded unless the Director determines that a particular standard is not applicable to a specific project. If conflicts arise between two or more standards applied to a specific site, the Director may determine an appropriate level of compliance for each based on their relative priority at that location.

If the design standards have been insufficiently addressed, the Director may provide direction to assist the applicant in alterations to the design that would be consistent with the standard and if possible, with the applicant's objectives.

3. **Guidelines and Supplementary Information.** Also provided with the design standards are guidelines and supplementary requirements, which clarify the primary design standard statement and may suggest specific methods for complying with it. This may include additional design requirements or may provide an expanded explanation. These statements are listed as lower case letters.
4. **Illustrations.** Photographs and sketches may also be provided to clarify the intent of a design standard or its supplementary information.

A typical design standard in this document contains three components:

The design standard itself. This sets forth a basic principle for treatment of a selected design topic.

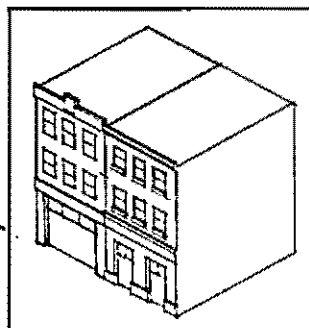
Supplementary requirements, listed under the standard. These clarify the primary design standard statement and may suggest specific methods for complying with it.

An illustration, in the form of a sketch or photograph that depicts a method of complying with the standard.

Additions to Historic Buildings

5. An addition may be made to the rear or side of a building if it does the following:

- a. An addition should maintain the alignment of storefront elements, moldings, cornices and upper story windows—as seen on the existing building and its surrounding context.



F. Basic Principles of Design in Bellingham's City Center

1. **Maintain a clear definition of the street edge.** Traditionally, the edge of the sidewalk was clearly defined as a "street wall," which helps define the street as an urban space. This feature should be maintained.
2. **Enhance the street level as an inviting place for pedestrians.** Providing features that are visually interesting and that are in human scale are essential. These may include storefront windows, display cases, art and landscaping.

3. **Relate to traditional buildings in the area.** Traditional buildings combine to establish a sense of continuity in the area, while also accommodating variety in design and detail. As properties are improved, they should enhance the overall image of the area as a place to do business. Each building can help contribute to this visual continuity of the City Center while also meeting individual owners' needs.
4. **If the building is an historic structure, respect its period of significance.** Preservation of Bellingham's heritage is important to its sense of community and its economic development. Many of the structures in the City Center have historic value, even some that have experienced alterations. It is important to consider the significance of their basic forms, materials and details when planning improvements. Consultation with an historic preservation specialist to determine the period of significance of a building is recommended before improvements are planned.

G. Additional key principles for the design of commercial buildings

Many buildings in the City Center are retail-oriented. For them, these basic principles also apply:

1. **Use a simple, unified design whenever possible.** An individual building should have a simple, unified design that serves as a frame for the windows that display goods or reveal services offered inside. If the design and its colors are too "wild," they will detract from merchandising, and if they are too plain, they will not draw enough attention.
2. **Use the entire building front as your image.** Coordinate upper and lower floors into a single design concept, even if the upper floors are not a part of the ground floor business. This can serve the "attention-getting" function and can be much more effective than a large sign.
3. **Develop a clear presentation to the street.** A single, clear design concept that avoids clutter and directs the customer's eye where you want it is important. Your design scheme should easily lead the viewer's attention to displays of goods, views of activities inside and ultimately to the business entrance. Use only a few colors throughout and keep signs to a minimum. Place them where they will lead a customer to products or activities.
4. **Develop with sustainability and environment as criteria.** Today the impacts of some patterns of land development are recognized to cause undue harm to the environment and our shared quality of life. The rapidly growing field of "green building" seeks to reverse this trend by using a new approach to building that saves energy, conserves resources and is less polluting. The US Green Building Council's Leadership in Energy and Environmental Design (LEED)TM program is a resource for project sustainability. (www.leadbuilding.org).

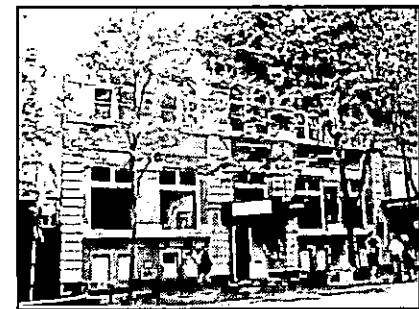
These design principles underlie the specific guidelines that appear in the chapters that follow.

H. Applicability and Review Process

Bellingham Municipal Code Chapters 20.25 and 21.10 specify which projects require design review and explain the review process.



The BPOE Building (1912) at 1414 Cornwall Avenue is seen decorated for a fraternal club gathering.



Although partially obscured by street trees, the BPOE Building is still a contributing part of the City Center streetscape.

1. Alterations & New Construction

These design standards apply to all new construction projects and to the renovation of buildings that are not listed on Bellingham's local historic register, or listed on the register as a contributing property to a local historic district. This includes the development of residential, office, institutional, cultural, retail and/or wholesale uses. The design of a new building should not necessarily imitate historic buildings, but should be compatible with them. Creativity in design is especially encouraged when it also is compatible with the design goals of the downtown.

The City Center conveys a sense of a time and place, which is expressed through its numerous historic buildings. This character should be maintained. Therefore, the design of new construction should be carefully considered within this context. First, it is important to realize that, while the City Center has historic character, it also remains dynamic, with alterations to existing structures and construction of new buildings occurring over time.

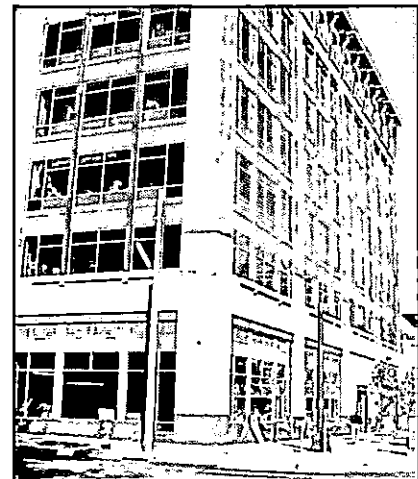
When new building does occur, it should be in a manner that reinforces the basic character-defining features of the area. Such features include the way in which a building is located on its site, the manner in which it faces the street, its materials and the general alignment of architectural elements and details along a block. When these design variables are arranged in a new building to be similar to those seen traditionally in the area, visual compatibility results.

A. Architectural Character

While it is important that new buildings and alterations be compatible with the historic context, it is not necessary that they imitate older building styles. In fact, stylistically distinguishing new buildings from their older neighbors in the City Center is preferred, when the overall design reinforces traditional development patterns.

1. New interpretations of traditional building styles are encouraged.

- a. A new design that draws upon the fundamental similarities among historic buildings without copying them is preferred. This will allow them to be seen as products of their own time yet be compatible with their historic neighbors.
- b. The literal imitation of older historic styles is discouraged.
- c. In essence, infill should be a balance of new and old in design.



New interpretations of traditional building styles are encouraged.

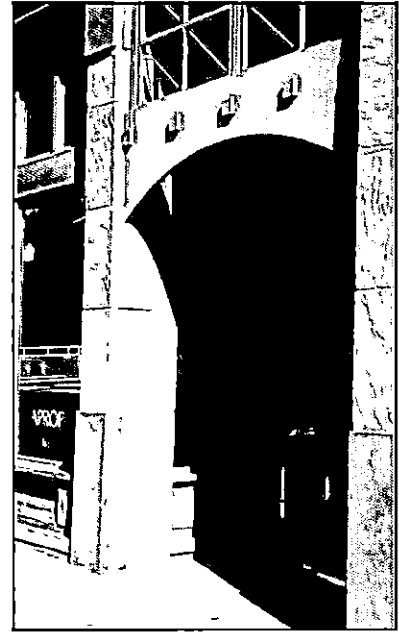
Architectural concrete block combined with brick provides a texture similar to traditional masonry in a contemporary design.



Contemporary detailing helps distinguish new from old.



Contemporary interpretations of traditional buildings, which are similar in scale and overall character to those seen historically, are strongly encouraged.



This contemporary interpretation of a storefront (left) includes a recessed entry and transom element.



This single infill development incorporates different storefront design elements within each façade module—not only breaking up the overall mass, but adding visual interest along the street as well.



Traditional storefront features—such as a kickplate, display window, transom and recessed entry—are reinterpreted in this new storefront design.



Maintain the alignment of uniformly set-back facades.

B. Site Plan

Most structures in the City Center contribute to a strong "building wall" edge to the street because they align at the front lot line and are usually built out to the full width of the parcel, to the side lot lines. Although small gaps do occur between some structures, these are the exception. These characteristics should be preserved.

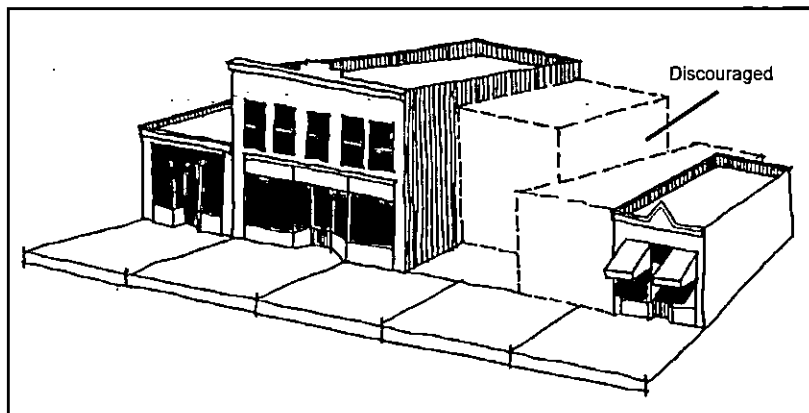
Sidewalks are designed to facilitate pedestrian movement and activity. There are three distinct zones within a sidewalk: the curb zone, the movement zone and the storefront or activity zone. The encouragement of street level activity such as dining, displays, and seating is encouraged. Street elements like trees, parking meters, bike racks, and signs should be located in the curb zone. Street elements or furniture should ideally be clustered.

Some typical zone depths are:

- Bench for sitting 4 ft. width
- Vendor Typically under 6 ft.
- Outdoor dining 6 ft. min. (one table)
- Outdoor displays Typically under 6 ft.
- Movement Zone 3 ft. minimum; 4 ft. recommended minimum
- Storefront Activity Zone 3 ft. minimum
- Curb Zone Typically 4 ft.



Locate the front building wall at the sidewalk line when feasible.



Align the building front at the sidewalk edge.

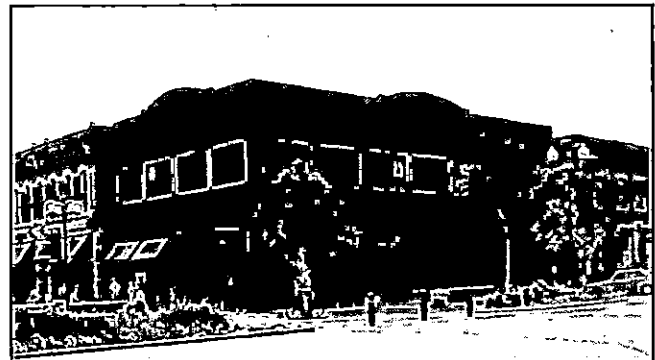
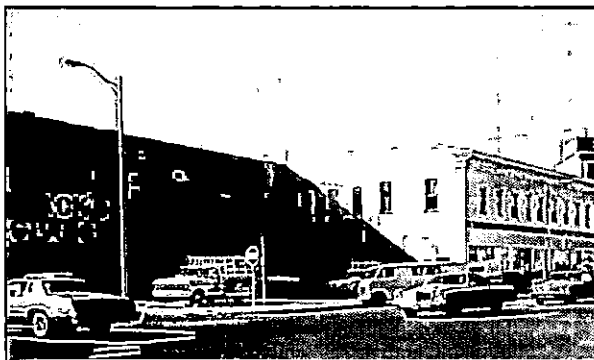
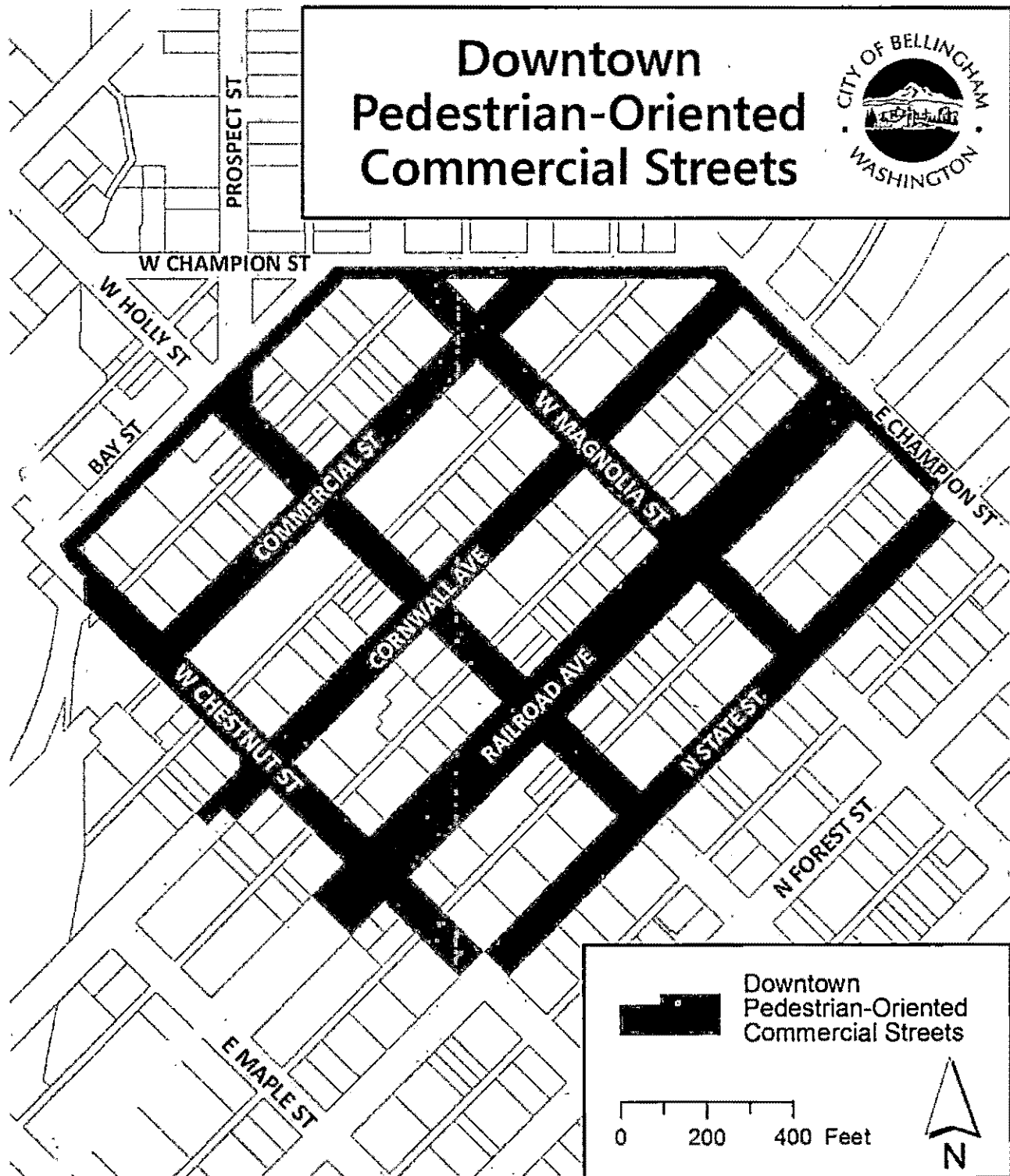


Photo left, before: The street wall is broken with a vacant lot. Photo right, after: A new building maintains alignment at the sidewalk edge.

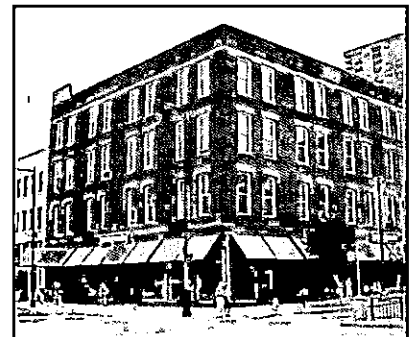
- 1. Provide an interconnected pedestrian sidewalk system consistent with City standards.**
 - a. Install public sidewalks per City standards along the entire frontage of all abutting public street rights-of-way unless the Planning and Public Works Directors determine that such construction is not feasible or is not desired as part of the pedestrian circulation system. The sidewalk design should include street trees within the right-of-way.
 - b. Compliance is required for new buildings and reconstruction when the construction cost of the remodel project is more than 50 percent of the estimated replacement cost of the building.
- 2. Maintain the alignment of buildings at the sidewalk edge.**
 - a. Locate the front building wall at the sidewalk line when feasible.
 - b. Where a building must be set back from the sidewalk, use landscape elements to define the sidewalk edge.
 - c. Aligning the building with the front of the lot is the desired case, but a larger setback may be considered in order to accommodate a wider sidewalk or other pedestrian space.
- 3. Orient a primary entrance toward the street.**
 - a. Buildings should have a clearly defined primary entrance. For most commercial buildings, this should be a recessed entryway.
 - b. Secondary public entrances to commercial spaces are also encouraged on larger buildings.
- 4. Where opportunities exist, provide places where people can stop, view, socialize and rest. Whenever common areas are provided, design them so they are safe, comfortable and do not conflict with sidewalk uses.**
 - a. Plazas and courtyards, open to the public, should be visually and physically connected to the public sidewalk.
- 5. Along identified Pedestrian-Oriented Commercial Streets, street front uses should be compatible with intensive commercial activity and provide opportunities for visual or interactive links between businesses and pedestrians.**
 - a. Along those streets identified as Pedestrian-Oriented Commercial Streets on the corresponding map, provide ground floor commercial space (including retail, service, office, government, or similar non-residential uses) along the full building street front for a depth of at least 20 feet measured from the front face of the building. Lobbies for residential uses, hotels and parking garage entries are exempt from this provision. Hotel/motel guest rooms, dwelling units and structured parking do not qualify as commercial space.
- 6. Orient buildings adjacent to Whatcom Creek to promote activity and interaction along the creek. Provide visual interest to building elevations along the creek to avoid the back-of-building effect.**
 - a. Locate ground level features such as entries, windows, decks, patios and similar features on building elevations that interface with the creek.



C. Mass, Scale and Form

Building heights vary in the City Center and yet there is a strong sense of similarity in scale. This is in part because most buildings are within two- to four-stories in height. In addition, most buildings have features at the lower levels that are similar in scale. First floors, for example, are similar in height. Other lower floors are also defined by moldings that align along the block, which contributes to a perceived uniformity in height to pedestrians. A variety in building heights, as seen through new construction, is therefore appropriate. However, the dominant scale of two- to four-stories should be maintained. This may be accomplished by literally constructing a building within this traditional height range; in other cases, design elements that reflect this traditional height may be incorporated into larger structures.

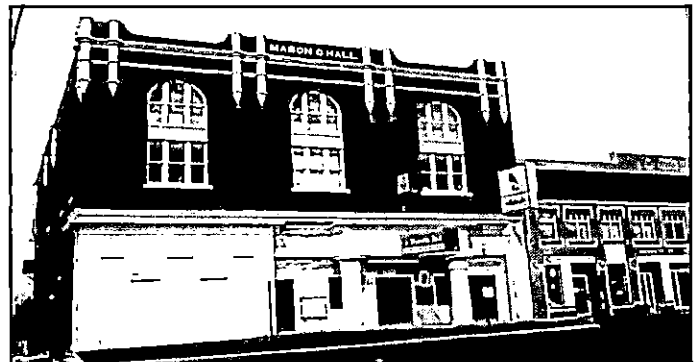
1. **A new building should maintain the alignment of horizontal elements along the block.**
 - a. Window sills, moldings and mid-belt cornices are among those elements that should be aligned.
2. **Floor-to-floor heights should appear to be similar to those seen historically.**
 - a. In particular, the windows in new construction should appear similar in height to those seen traditionally.
 - b. Commercial ground floor space should have a minimum floor-to-floor height of 12 feet.
3. **Buildings should appear similar in width to those seen historically.**
 - a. Historically, most buildings were constructed in similar increments. New buildings should reflect this pattern.



The scale of window and storefront openings on this large infill development helps it relate to the surrounding historic context.



Historically, buildings were built in standard increments. New buildings should reflect this pattern.



New construction should appear similar in mass and scale to structures found historically in the area. For example, in Old Town, the height is typically one- and two-stories. Whereas in the downtown core, heights vary more widely.

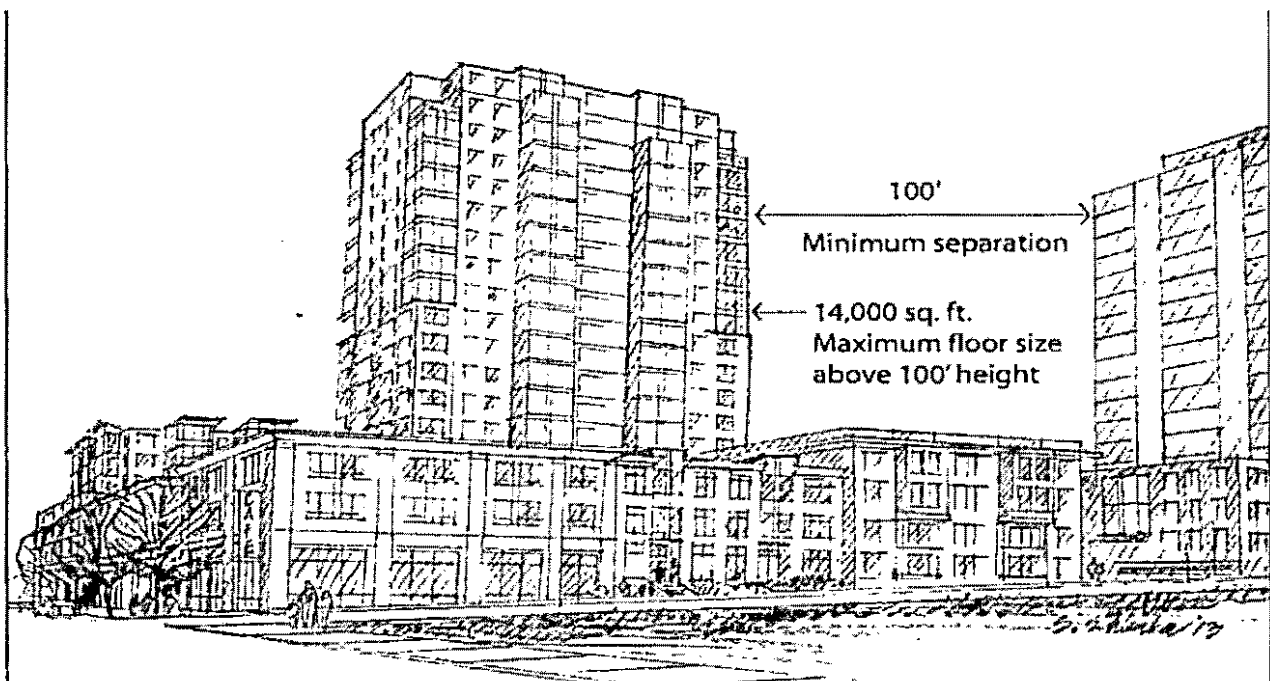
4. Reinforce the established building scale of two- to four- stories in height, regardless of the building height.

- a. Develop a primary facade that is in scale and maintains alignments with surrounding historic buildings. Although a new building may tower above the surrounding buildings, the first several stories should visually relate to the surrounding historic context.
- b. Methods such as stepping upper stories back from the main facade, and designing lower levels to maintain the alignment of elements seen, traditionally in the block, should be used to help taller buildings reinforce the established scale.
- c. Methods should be used to minimize abrupt transitions to adjacent historic buildings or districts with lower height limits, such as stepping down the building height.

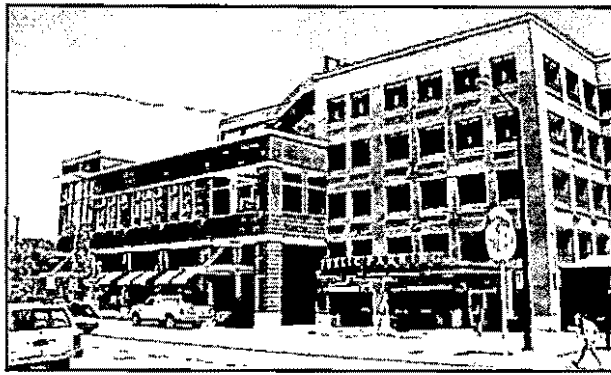


Although this building is massive, it is still in scale with its surrounding smaller neighbors because it utilized building elements which are similar in scale (i.e. the window and storefront openings).

- 5. Limit the floor plate for any portion of a building exceeding 100 feet in height to 14,000 square feet as shown in the figure below.**
- 6. Locate any portion of a building exceeding 100 feet in height at least 100 feet from any portion of an existing or approved building face which exceeds 100 feet as shown in the figure below.**



Maximum floor plate size and minimum tower separation for buildings over 100' tall.



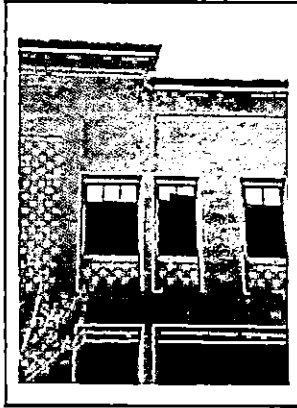
A part of this contemporary infill building (above) is a parking structure which is set back from the front and sides of the retail wrap. The openings in the parking section of the development also utilize "window proportions" similar to those seen historically.

This new infill building is divided into smaller modules in order to relate to the historic buildings across the street.



- 7. Where appropriate, divide larger buildings into "modules" that are similar in scale to buildings seen in the surrounding context.**
 - a. If a larger building is divided into "modules," these should be expressed three-dimensionally, throughout the entire building façade.
 - b. When considering a tall structure, the alignment of building elements is particularly important for the first several stories.
- 8. Building elements should not extend into the right-of-way if they would have a negative effect on the pedestrian environment.**
 - a. Provide adequate separation between private residential spaces, such as between balconies and the public walkway, in order to make both the private and public spaces comfortable.
 - b. Projections should not interfere with identified public view corridors, or street amenities such as street trees and lighting.
 - c. No portion of the building should extend into the street right-of-way other than:
 - i. Decks and balconies that do not project more than two feet into the right-of-way unless a fixed awning covers that entire space directly below the deck or balcony at the ground floor level. A deck or balcony should not, in any case, project more than four feet into the right-of-way.
 - ii. Bay windows and similar architecture features that do not project more than four feet into the right-of-way from the face of the exterior wall.
 - iii. Columns, cornices, trellises, eaves and similar minor and/or decorative features, provided that arcades should not be located in the street right-of-way.
 - iv. Steps, stoops and similar ground level features with at least 12 feet of horizontal clearance to the street curb.
 - v. Awnings, marquees and signs, subject to compliance with other codes, provided no ground-mounted support structures for these features should be located in the right-of-way.

*(USER NOTE: Street encroachments are also regulated by the building code and BMC Title 13)



Materials should appear similar to those used historically. Traditional materials are preferred, primarily stone and brick.



This building is constructed of traditional building materials, yet its contemporary interpretation of a traditional storefront allows it to be seen as a new addition to the street.



New materials should appear similar in character to those used historically. For example, stucco should be detailed to provide a human scale.

D. Exterior Building Materials

Traditionally, a limited palette of building materials was used in the City Center - primarily brick and stone. This same selection of materials should be continued. New materials also may be considered when they relate to those used historically in scale, texture, matte finish and detailing.

1. Materials should appear similar to those used historically.

- a. Masonry was the traditional material, and is preferred for new construction. This includes stone and brick.
- b. Wood and metal were used for window, door and storefront surrounds, and should be continued in new construction.
- c. New materials will be considered on a case-by-case basis. If used, they should appear similar in character to those used historically. For example, stucco, cast stone or concrete should be detailed to provide a human scale.
- d. New materials also should have a demonstrated durability in the Bellingham climate.

2. Simple material finishes should be used for large expanses of wall plane.

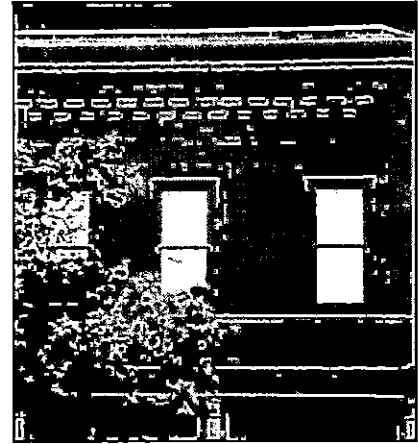
- a. Matte finishes or finishes with a low level of reflectivity are preferred. Polished stone, for example, should be avoided as a primary material. Mirrored glass should not be used.
- b. Large expanses of blank walls at any level should be treated with variety in texture, color patterns, modulation or similar methods to add visual interest and reduce the appearance of mass.
- c. Ground floor blank walls within 50 feet of, and visible from, a public street or public park or trail should employ at least one of the following:
 - i. Artwork, such as bas relief sculpture, mural or similar feature.
 - ii. A landscaping bed containing trees, shrubs and/or vines on a trellis that will cover at least 60 percent of the wall within three years. Irrigation should be provided unless the bed is at least five feet in width, open to the sky and drought resistant plants are used.
 - iii. Architectural detailing incorporating trims, textures, reveals, contrasting materials or other special detailing that provides visual interest.
 - iv. An alternative method of providing visual interest at the pedestrian level approved through the design review process.

E. Windows

A pattern exists along the street with the repetition of evenly spaced, similarly sized upper story windows. These also give a building a sense of human scale - even for high rise towers. Using window sizes and proportions that are familiar to the pedestrian helps them to relate to the overall size of a building. The alignment and scale of these windows are part of a common way of building that should be maintained.

1. Upper story windows with vertical emphasis are encouraged.

- a. Typically, upper story windows are twice as tall as they are wide. These proportions are within a limited range; therefore, upper story windows in new construction, should relate to the window proportions seen historically.



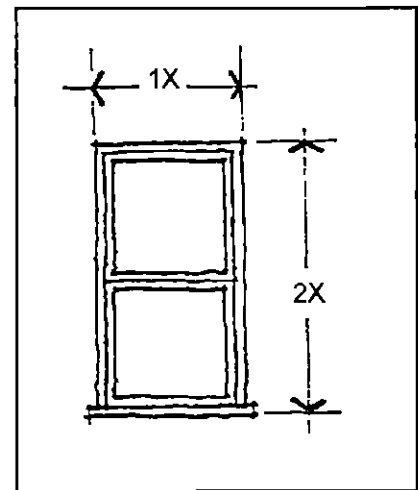
Upper story windows with vertical emphasis are encouraged.

2. Windows should align with others in a block.

- a. Windows, lintels and their trim elements should align with those on adjacent historic buildings.

3. Whenever possible, use transparent windows at the ground floor street front of commercial spaces to provide visual connections to adjacent sidewalks.

- a. A minimum of 60 percent of the building wall between two feet and seven feet above the sidewalk and facing a street should be transparent or lightly tinted. Windows into parking garage space shall not qualify. If windows are not appropriate, glass display cases, decorative art (for example, murals or relief sculpture), significant architectural detailing or wall-covering landscaping may be used.



Typically, upper story windows are twice as tall as they are wide. This tradition should be continued.

4. Buildings should provide upper floor windows that view the street.

The window sills, moldings, and cornices all align on these contemporary infill buildings.





This contemporary storefront clearly identifies the primary entrance.



Clearly define the primary entrance facing the street.

F. Entries

The repetition of recessed entries provides a rhythm of shadows along the street, which helps establish a sense of scale and invites pedestrians in. This trend should be continued in new construction.

1. Building entrances should appear similar to those used historically.

- a. Clearly define the primary entrance.
- b. Contemporary interpretations of building entries, which are similar in scale and overall character to those seen historically, are encouraged.

2. Locate the primary entrance facing the street.

- a. Building entrances should be recessed.
- b. Primary building entrances should be at street level. A sunken terrace entrance is not appropriate as the primary access from the street.
- c. Entrances should connect the interior of the building to the street.
- d. If entrances are recessed from the outermost building façade, they need to be clearly marked and identified with elements such as lighting, trellises, canopies, architectural elements and signage.
- e. Street entrances should be more articulated and highlighted than parking lot entrances.
- f. Entrances should provide a transition from the street to interior.



Building entrances should appear similar to those used historically.

G. Auto-Oriented and Franchise Commercial Buildings

One of the concerns in building design is that when national chain companies construct in the City Center, they should do so in a way that reinforces the design traditions. Some typical issues and negative impacts often associated with commercial franchise design include:

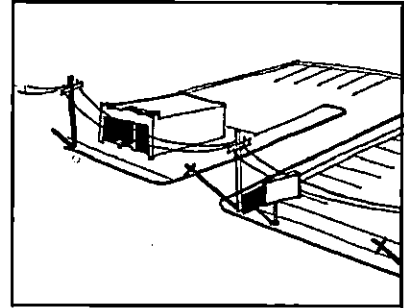
- Bright logo colors used over large expanses of a building that contrasts too strongly with the established character of Bellingham.
- Large blank walls on "big box" buildings are bland, out of scale, and discourage pedestrian activity.
- Buildings are surrounded by parking lots and cars. Primary entrances are typically oriented to these parking lots, rather than to the street.
- Metal panels and large areas of featureless stucco are used, which are out of character and not of human scale.

1. Use landscape elements to screen edges of open sites and to break up large parking areas.

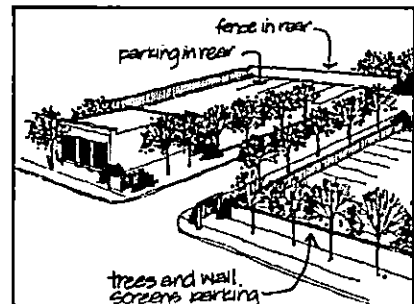
- a. Extensive amounts of paving discourages pedestrian activity and weakens the edge distinction between the site and the street.
- b. Also define and enhance pedestrian routes with landscaping and accent paving.

2. Avoid multiple curb cuts.

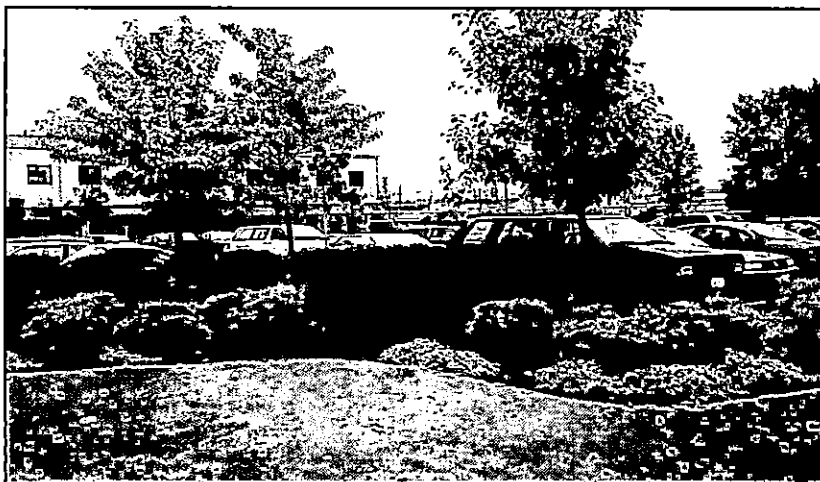
- a. These complicate turning movements and disrupt the sidewalk.
- b. Minimize curb cuts by combining driveways with adjacent properties.



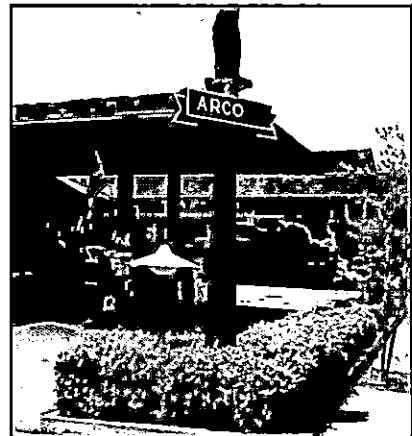
Extensive amounts of paving surface discourages pedestrian activity and weakens the edge distinction between the site and the street.



Use landscape elements to screen edges of open sites and to break up large parking areas.



Use landscape elements to screen edges of open sites and to break up large parking areas.

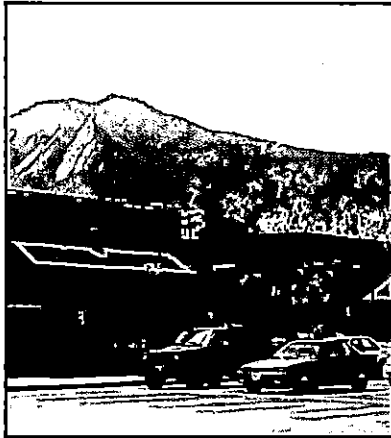


When a building cannot be located at the street edge, use landscape elements to define the edge of a site.

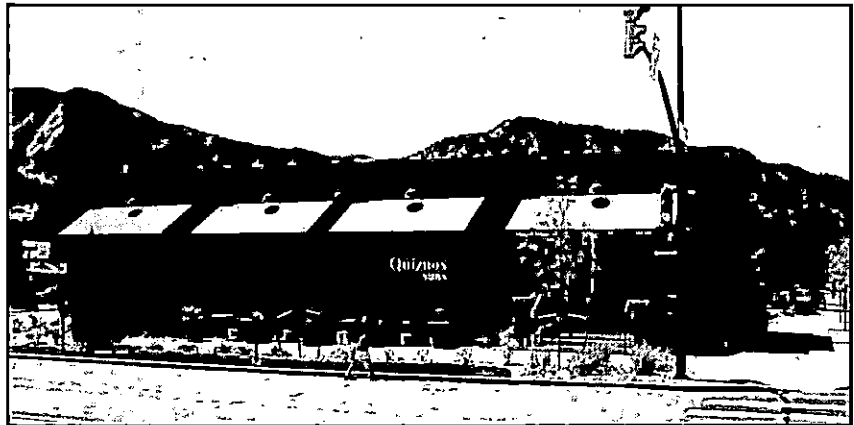
3. Locate a new building at the street edge.

- a. This is especially true where an existing strip commercial center exists.
- b. This will reinforce the traditional development pattern of buildings located at the street edge.
- c. This will also screen large areas of parking from the street.

4. Do not locate access or stacking lanes for drive-through services between the building and the street.



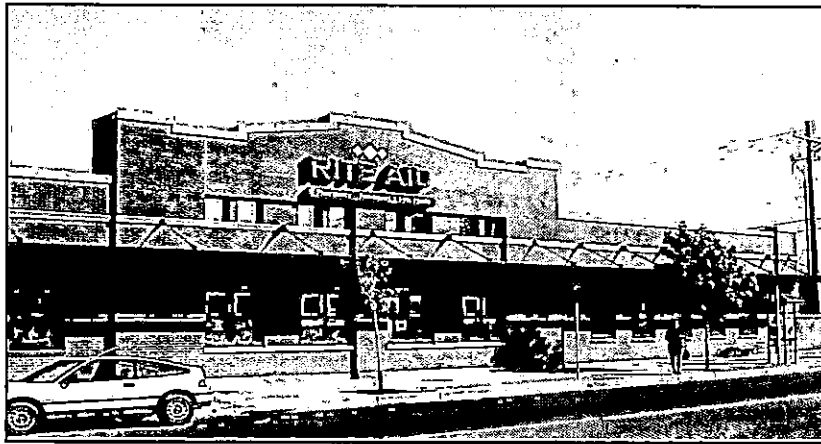
In this view of the same building as in the photo at right, the canopy of the service area and gas pumps can be seen behind the building.



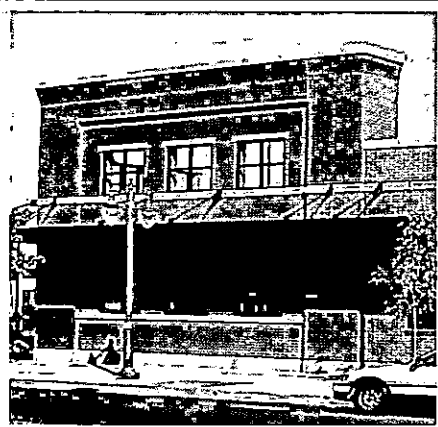
Where a parking facility shares a site with a building, place the parking facility at the rear of the site or beside the building. This store and gas station located on a corner lot has kept the auto-oriented portion of the use to the rear of the site, thereby preserving the building edge at the sidewalk.



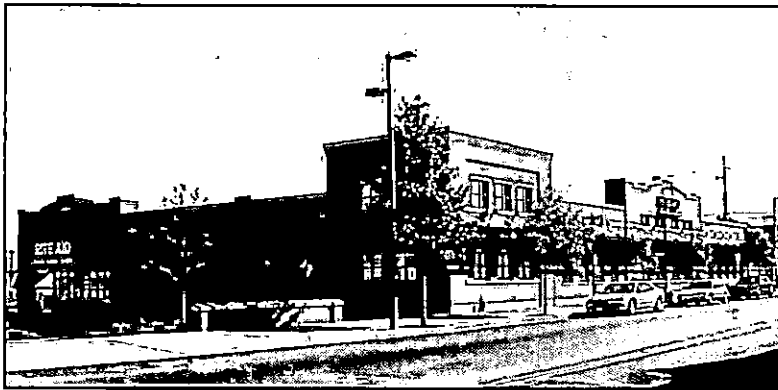
Consider incorporating a new building located at the street edge where an existing strip commercial center exists. The building in the foreground is a contemporary infill which has been built at the street edge in front of a "big box" retail store.



In this new franchise development, the street level was designed to provide visual interest to pedestrians. The building was located at the sidewalk edge, not behind a parking lot. Display windows and interesting details were also used to provide interest.



Portions of this infill development included two-story elements with upper story windows that relate the building to the surrounding historic context.



The parking for this franchise commercial building was located to the side and rear of the structure. This allows the building to retain prominence over other, secondary site features.

H. Industrial Uses

There is less potential for abutting industrial properties to be designed to create a sense of continuity with the surrounding commercial context. Nonetheless, where opportunities do exist for enhancing the edges of properties for pedestrian interest, they should be done.

1. Maintain the pedestrian-oriented streetscape edge.

- a. Locate a building at the street edge. This may include administrative offices, separate retail uses or views into manufacturing areas. At a minimum, there should be activity visible from the sidewalk.
- b. Using temporary (changeable) product display cases or landscaping may also be appropriate.

2. Locate warehousing, storage facilities or other service areas to the rear of a site.

- a. Access should be provided away from other uses.

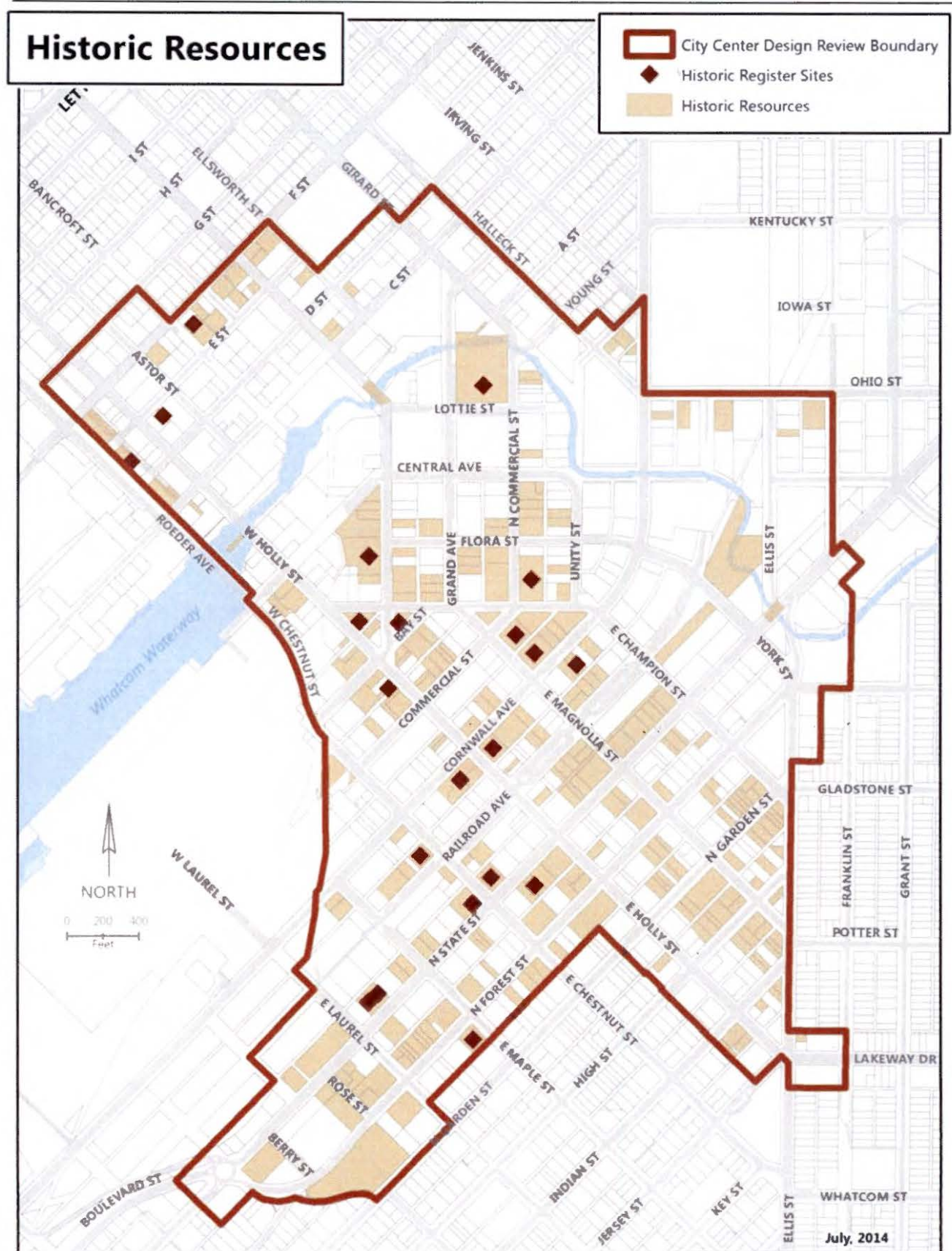
3. Minimize any negative impacts associated with an industrial use.

- a. These can include excessive amounts of noise, light, odors and/or air borne particulates.
- b. Screening facilities with landscaping may be an appropriate way to minimize such negative impacts.
- c. Note that manufacturing uses located adjacent to residential uses may have to be more heavily screened.

I. Residential Uses

Residential projects should have an active and direct link to the street sidewalk system while maintaining an appropriate transition from public to private space.

- 1. Buildings containing residential uses should have a covered main residential entryway facing a public right-of-way and accessed directly from the adjoining sidewalk.**
- 2. Open exterior entry/exit balconies that face a right-of-way are not appropriate.**
- 3. Reduce visual intrusion into private living spaces by providing vertical separation between the public and private space.**
 - a. Residential units built within 10 feet measured horizontally of an adjoining right-of-way (property line) should be constructed so that the finished floor elevation is at least 30 inches above the adjoining sidewalk.
- 4. Ground floor residential units fronting on a street should have a private main entry to the sidewalk consisting of a stoop or porch.**
 - a. Patio access slide doors are not appropriate as a main entry.
- 5. When private interior courtyards interface the street edge, use a landscape hedge, ornate fencing, architectural wall or a combination of the above to carry the wall line at the street edge and define the private space.**



2. Building Rehabilitation

A Certificate of Alteration is required under Bellingham Municipal Code (BMC) 17.90.060 for properties individually listed on the local historic register, or listed on the register as a contributing property to a local historic district. This chapter is recommended for historic buildings—that is, buildings that are listed on the state and/or national historic registers, or potentially eligible to be listed on the local, state and/or national historic registers. Generally, a property must be at least 50 years old and retain architectural features that are expressive of their period of historic significance to be considered eligible for historic designation. In some cases, buildings and structures less than 50 years old may be considered historic. Contact the Bellingham Planning and Community Development Department to determine if your building is considered historically-significant.

The design standards provide a basis for making decisions about the appropriate treatment of historic buildings and compatible new construction. Alternations and additions made to historic buildings are encouraged to be based on the *Secretary of the Interior's Standards for Rehabilitation*, which are neither technical nor prescriptive, but instead are intended to promote responsible preservation practices that help protect the nation's irreplaceable historic buildings and other cultural resources.

While the design standards in this chapter are written so they can be used by the layperson to plan improvements, property owners are strongly encouraged to enlist the assistance of qualified design and planning professionals, including architects and preservation consultants.

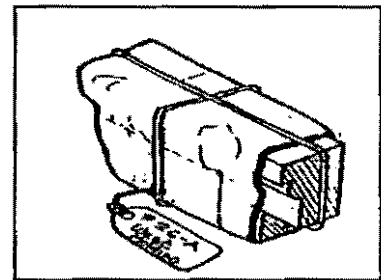
**Note: that there will be flexibility in the application of building and other codes for historical buildings.*

A. Concern for Preservation of Character-defining Features

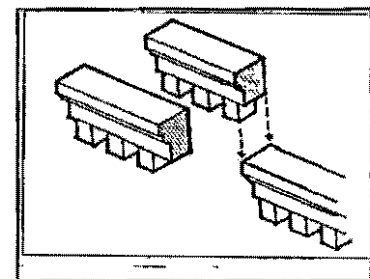
Because the City Center has a wealth of architecture remaining from its early history, the area is filled with character-defining features, which collectively establish a sense of place, a sense of human scale and add rich detail to the buildings. It is also these features which draw pedestrian activity to the street, making it lively and economically viable. Because of these attributes, it is crucial that the character-defining features be preserved. Typical features include a decorative cornice, vertically oriented upper story windows, and larger first floor openings and original main entrances of buildings.

A basic tenet of preservation is to minimize disturbance to the historic building fabric. Therefore, in the treatment of an historic building, it is best to preserve rather than replace those features that remain in good condition. For those that are deteriorated, repair is preferred over replacement. When replacement is necessary, it should be in a manner similar to that seen historically.

This philosophy is defined in more detail in the guidelines that follow.



When disassembly of historic elements is necessary, carefully identify all pieces that will be stored during your rehabilitation project.



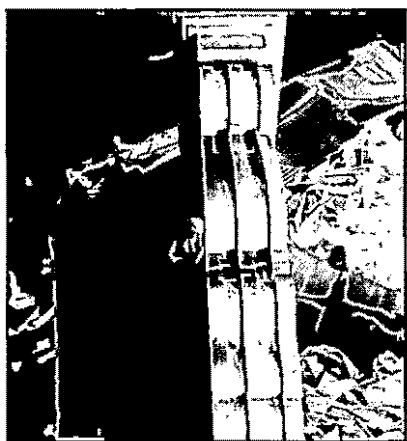
Replace features that are missing or beyond repair.

B. Character-Defining Features

Character-defining features collectively establish a sense of place, provide human scale and add rich detail to the street. These character-defining features should be preserved. Typical features include the historic facade material, a decorative cornice, vertically oriented upper story windows, larger first floor openings, and the trim around an opening.



Preserve all character-defining features that are intact. One option is to use a color scheme for the building that highlights architectural features.



Replace features that are missing or beyond repair. Reconstruct only those portions that are damaged beyond repair.

1. Preserve character-defining features that are intact.

- The historic facade material, the trim around an opening and a historic cornice are among the character-defining features to preserve.
- Don't remove or damage character-defining features.
- Preserve intact features with appropriate maintenance techniques.
- When disassembly of a historic element is necessary, carefully identify how it will be stored during your rehabilitation project. Store them in a safe place until they are re-installed.

NOTE: Technical information is available at the City of Bellingham Planning and Community Development Department.

2. Repair those features that are damaged.

- Use methods that will not harm the historic materials.
- Repair work is preferred over replacement.

3. Replace features that are missing or beyond repair.

- Reconstruct only those portions that are damaged beyond repair.
- Reconstruct the original element, based on adequate evidence, if possible. This is the strongly preferred option.
- If evidence is missing, a simplified interpretation of similar elements may be considered.

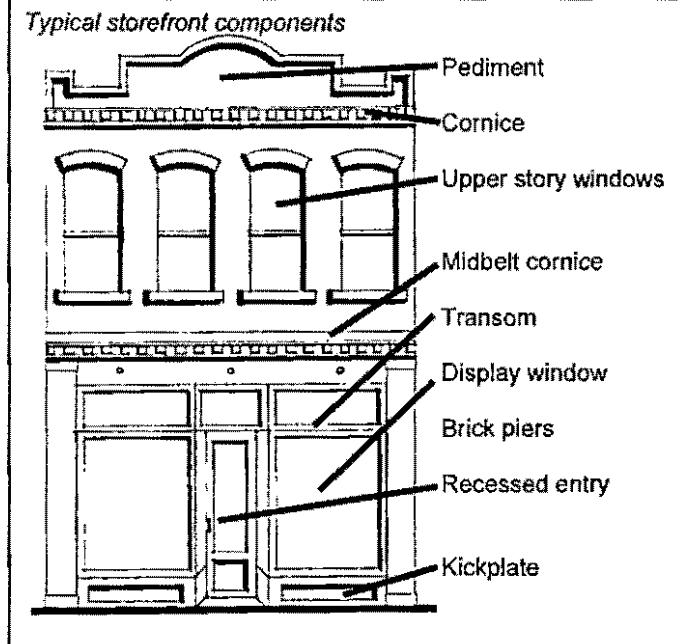
4. A rehabilitation project should preserve these character-defining elements:

- Display windows:** The main portion of glass on the storefront, where goods and services are displayed.
- Transom or sign band:** The upper portion of the display, separated from the main display window by a frame.
- Kickplate:** Found beneath the display window. Sometimes called a bulkhead panel.
- Original Entry:** Usually set back from the sidewalk in a protected recess.

- e. **Upper story windows:** Windows located on the second story area. These usually have a vertical orientation, and appear to be less transparent as the large expanse of glass in the storefront below.
- f. **Cornice molding:** A decorative band at the top of the building. A **mid-belt cornice** may sometimes be found separating some floors (e.g., a storefront from the upper story windows).

C. Design of Alterations

Buildings may undergo alterations over time. New alterations often occur when original material is missing and new interpretations of traditional elements become necessary.



These new alterations should be planned to preserve the building's integrity.

1. Design an alteration to be compatible with the historic character of the property.

- a. Avoid alterations that would hinder the ability to interpret the historic significance of the original building.
- b. Alterations that seek to imply an earlier period, than that of the building, are inappropriate.

2. Avoid alterations that damage historic features.

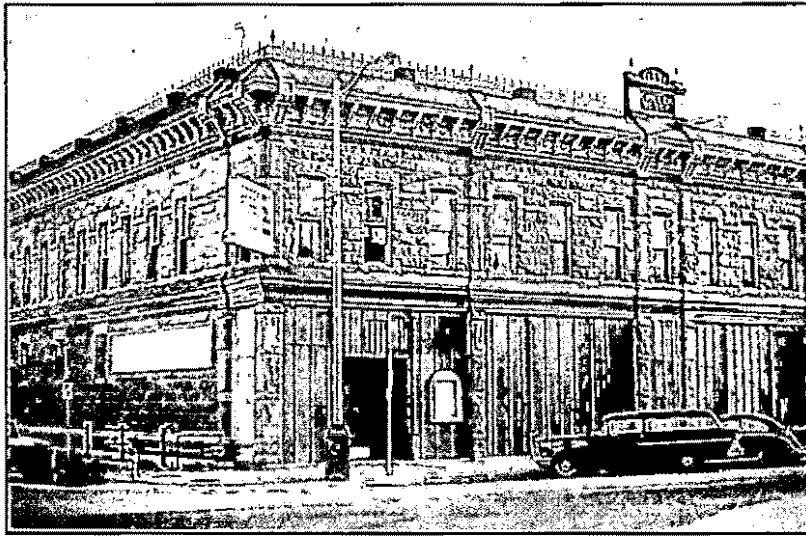
- a. For example, mounting a sign panel in a manner that causes decorative moldings to be damaged would be inappropriate.



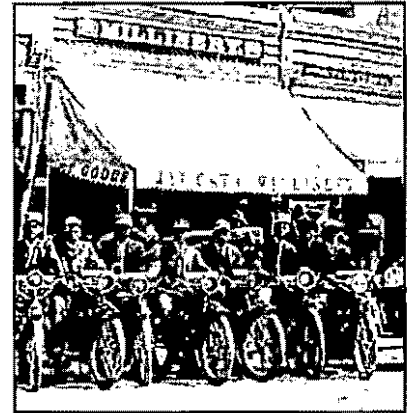
This row of buildings had lost some details over time and a monochromatic color scheme obscures the original design character. (Compare with the "after" photograph to the right.)

After rehabilitation, the row of buildings shown in the earlier photograph to the left conveys a stronger sense of historic character.

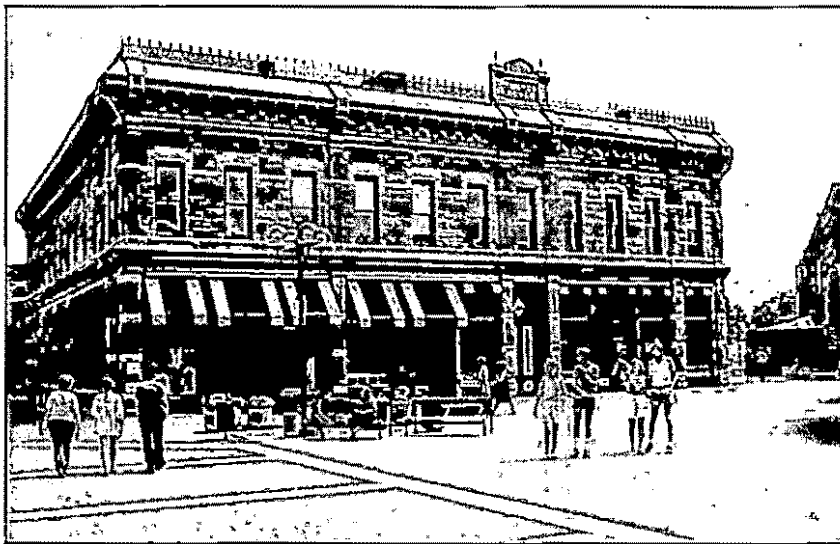




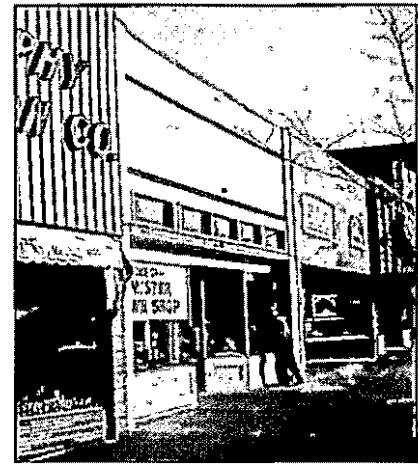
The windows in this building were boarded and architectural details needed repair. (Compare with the photo below).



A modest building can also be renovated to be compatible with the context. In this photograph the original millinery shop front had simple moldings at the top. (Compare with below.)



The building was restored, and a plaza in the foreground was developed to add activity to the streetscape.



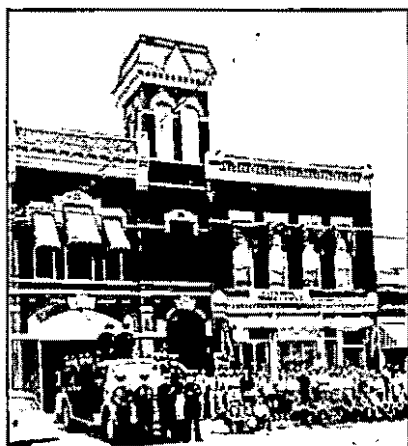
Years later, all original detail had been stripped from the building. (Compare with below.)



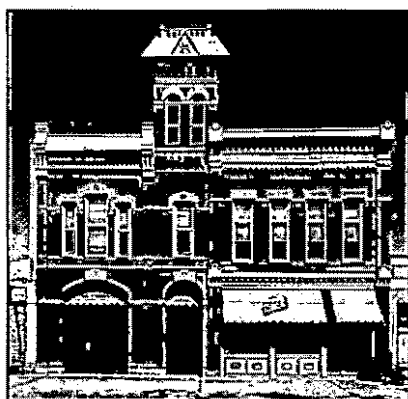
The same building (above) after renovation, exhibits the more classical features of commercial storefronts, including a painted cornice, kickplate, and recessed entry.



If a storefront is altered, consider restoring it to the original design.



Using historic photographs can help in determining the original character.



Restoring the firehouse (top photo) to its original condition (middle photo) has helped revitalize a once failing downtown.

D. Storefronts

Many downtown storefronts have components seen traditionally on commercial buildings. The repetition of these standard elements creates a visual unity on the street that should be preserved.

1. **Preserve the historic character of a storefront, when it is intact.**
 - a. This will help maintain the interest of the street to pedestrians.
 - b. If the storefront glass is intact, it should be preserved.
2. **If a storefront is altered, consider restoring it to the original design.**
 - a. If evidence of the original design is missing, use a simplified interpretation of similar storefronts. The storefront still should be designed to provide interest to pedestrians, but should not create a false sense of history.



Preserve the historic character of a storefront, when it is intact.

3. An alternative design that is a contemporary interpretation of a traditional storefront is appropriate.

- a. Where the original is missing and no evidence of its character exists, a new design that uses the traditional elements may be considered. However, it must continue to convey the character of typical storefronts, including the transparent character of the display window, recessed entry and cornice, to name a few.
- b. Altering the size of an historic window opening or blocking it with opaque materials is inappropriate.
- c. Note that in some cases, an original storefront may have been altered early in the history of the building and taken on significance. It may be appropriate to preserve such changes.
- d. Greater flexibility in the treatment of a rear facade may be appropriate, if it does not have character-defining features. However, care should be taken to preserve a storefront on those buildings, which have traditional commercial storefronts on more than one facade.



When original features are missing, an alternative design that is a contemporary interpretation of a traditional storefront may be considered. The storefront still should be designed to provide interest to pedestrians.

E. Windows & Doors

Original windows and doors are important features that help convey the early character of a building. These elements should be preserved, when feasible.

1. Maintain a historically significant storefront opening.

- a. The size and shape of an original window or door is an important characteristic that contributes to the integrity of an historic commercial building.
- b. Avoid altering the shape of these features.
- c. If these elements have already been altered, consider restoring them if their original condition can be determined.

2. Retain the original shape of the transom glass in an historic storefront.

- a. The upper glass band of a traditional storefront introduced light into the depths of a building. These bands are found on many historic storefronts, and they often align at the same height.
- b. The shape of the transom is important to the proportion of the storefront, and it should be preserved in its historic configuration, whenever possible.
- c. If the original glass is missing, installing new glass is preferred. However, if the transom must be blocked out, use it as a sign panel or a decorative band, but be certain to retain the original proportions.

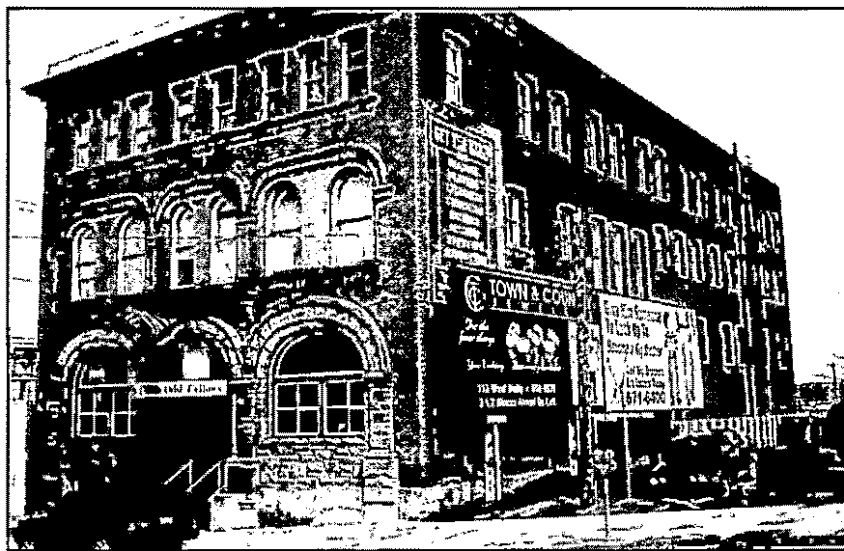
3. Preserve historic upper story windows.

- a. Historically, upper story windows had a vertical emphasis. The proportions of these windows contribute to the character of each commercial storefront.
- b. Don't block them down or alter their size.
- c. Consider re-opening windows that are currently blocked.
- d. Maintain the historic sash as well. Repair sash, rather than replace it, when feasible.
- e. Preserve the character of divided light pattern of historic windows.



Retain the original shape of the transom glass in an historic storefront. Removing or covering up the transom opening is inappropriate.

Preserve historic upper story windows.



F. Entries

The repetition of recessed entries provides a rhythm of shadows along the street, which helps establish a sense of scale and identifies business entrances. This pattern should be maintained.

1. Maintain recessed entries where they are found.

- a. Restore the historic recessed entry if it has been altered.
- b. Avoid entries that are flush with the sidewalk.

2. Where entries are not recessed, maintain them in their original position when feasible.

- a. However, one also may need to comply with other code requirements, including door width, swing and construction.

G. Kickplates

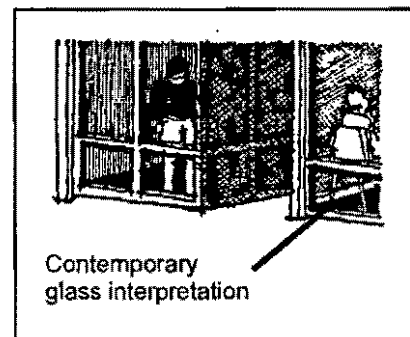
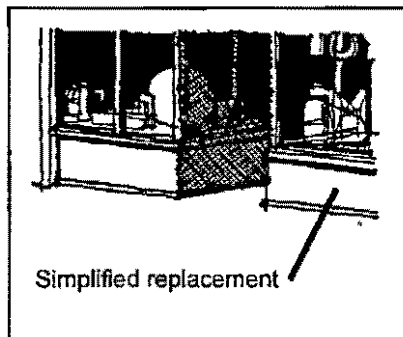
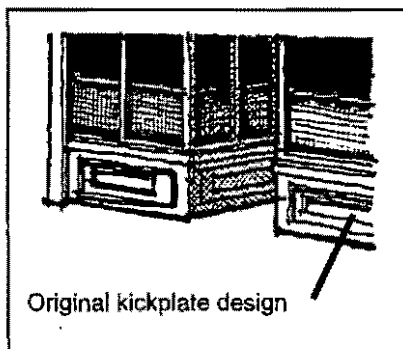
A kickplate, or bulkhead, was a popular feature of most commercial buildings. This feature should be preserved.

1. Retain the kickplate as a decorative panel.

- a. The kickplate, located below the display window, adds interesting detail to the streetscape and should be preserved.

2. If the original kickplate is missing, develop a sympathetic replacement design.

- a. Wood and masonry are appropriate materials for replacements.
- b. Coordinate the color of the kickplate with other trim elements on the building.



Retain the kickplate as a decorative panel. If the original is missing, develop a sympathetic replacement design.

H. Cornices

Most historic commercial buildings have cornices to cap their facades. Their repetition and general alignment along a street contributes to the visual continuity on a block, and should be preserved.

1. Preserve the character of the cornice line.

- a. Most historic commercial buildings have cornices to cap their facades. Their repetition and general alignment along a street contributes to the visual continuity on a block.
- b. This may be a straight or stepped parapet.

2. Reconstruct a missing cornice when historic evidence is available.

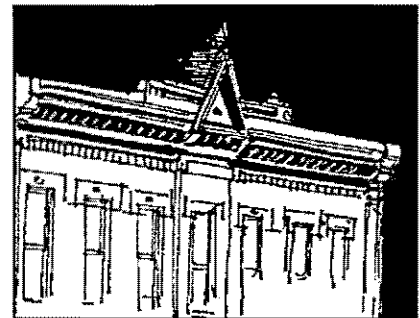
- a. Use historic photographs to determine design details of an original cornice.
- b. The substitution of another old cornice for the original may be considered, provided that the substitute is similar to the original and the fact that it is not original is documented.

3. A simplified interpretation also is appropriate if evidence of the original is missing.

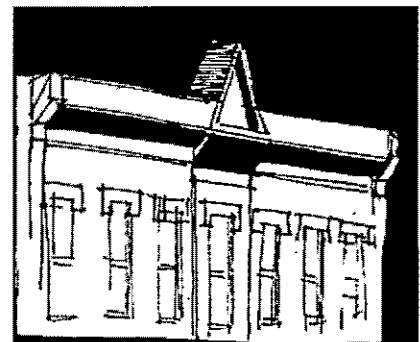
- a. Appropriate materials include stone, brick and stamped metal.



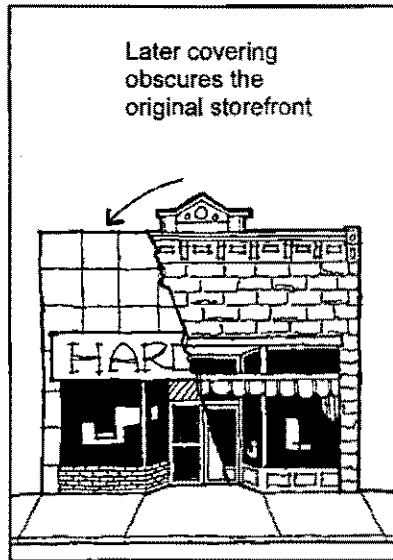
If the cornice is missing from a building, consider reconstructing it.



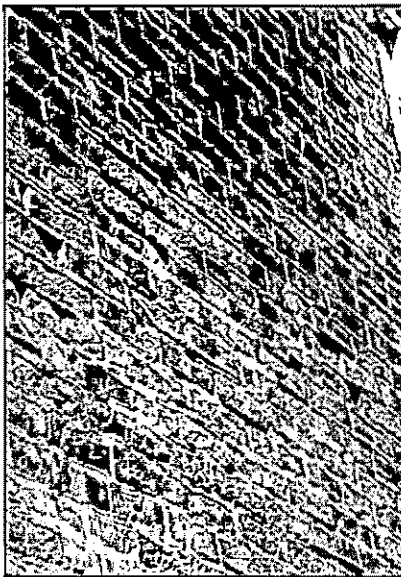
Reconstruct a missing cornice when historic evidence is available.



A simplified interpretation also is appropriate if evidence of the original is missing.



Don't cover or obscure original façade materials. If the original material has been covered, uncover if feasible.



Protect masonry from water deterioration.

I. Facade Materials

Original exterior building materials provide a sense of scale and texture and convey the work of skilled craftsmen. These original building materials should not be covered, damaged or removed unless other work being done is sensitive to the original character.

1. Historic building materials and craftsmanship add textural qualities, as well as visual continuity and character to the streetscape, and should be preserved.

- a. Brick, stone and wood have been the dominant building materials.

2. Don't cover or obscure original facade materials.

- a. Covering of original facades not only conceals interesting detail, but also interrupts the visual continuity along the street.
- b. If the original material has been covered, expose it if feasible.
 - i. Do not paint natural colored masonry.
 - ii. However, if masonry was painted historically, then it may be appropriate to repaint.

3. If material replacement is necessary, use materials similar to those employed historically.

- a. Masonry, either brick or stone, and wood were the primary wall material for most buildings. Wood and metal were used for window, door and storefront surrounds.
- b. Substitute materials may be used if they match the original in appearance, finish and profile as closely as is possible.

4. Protect historic material surfaces.

- a. Don't use harsh cleaning methods that could damage the finish of historic materials.

NOTE: Technical information is available at the City of Bellingham Planning and Community Development Department.

5. Protect masonry from water deterioration.

- a. Provide proper drainage so water does not stand on flat surfaces or accumulate in decorative features.
- b. Provide a means to drain water away from foundations.
- c. Use a sealant, or clear coat, to protect masonry only when necessary. A sealant will prevent proper breathing and cause moisture to be trapped inside the masonry.

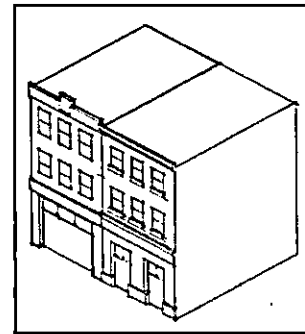
J. Design of Additions

Many buildings have experienced additions over time, as need for additional space occurred, particularly with a change in use. When planning a new addition to a historic structure, one should minimize the negative effects that may occur. While some destruction of original materials is almost always a part of constructing an addition, such loss should be minimized.

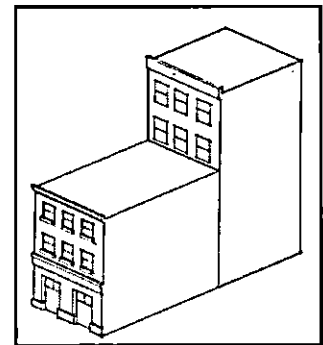
Two distinct types of additions should be considered: First, ground level additions, which involve expanding the footprint of a structure, may be considered. Such additions should be to the rear or side of a building, where it will have the least impact on the historic character of a building. There may only be limited opportunities for addition placement.

Second, an addition to the roof may be designed that is simple in character and set back substantially from the front plane of a building if appropriate. In addition, the materials, window size and alignment of elements on the addition should be similar to that of the existing structure.

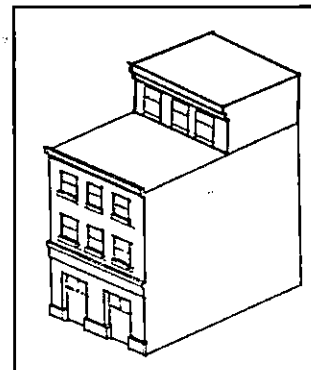
1. **An addition should be compatible in scale, materials and character with the main building.**
2. **An addition should not damage or obscure historically or architecturally important features.**
 - a. For example, loss or alteration of a cornice line should be avoided.
3. **Design an addition such that the historic character of the original building can still be interpreted.**
 - a. A new addition that creates an appearance inconsistent with the historic character of the building is inappropriate. For example, an addition that is more ornate than the original building would be out of character.
 - b. An addition that seeks to imply an earlier period than that of the building is also inappropriate as it creates a false sense of history.
4. **An addition should be subtly distinguishable from the historic building.**
 - a. An addition should be made distinguishable from the historic building, even in subtle ways, such that the character of the original can be interpreted.
5. **An addition may be made to the rear or side of a building if it does the following:**
 - a. An addition should not create a false sense of history and should maintain the alignment of storefront elements, moldings, cornices and upper story windows—as seen on the existing building and its surrounding context.



A new addition has been placed to the left side of an original three-story building.

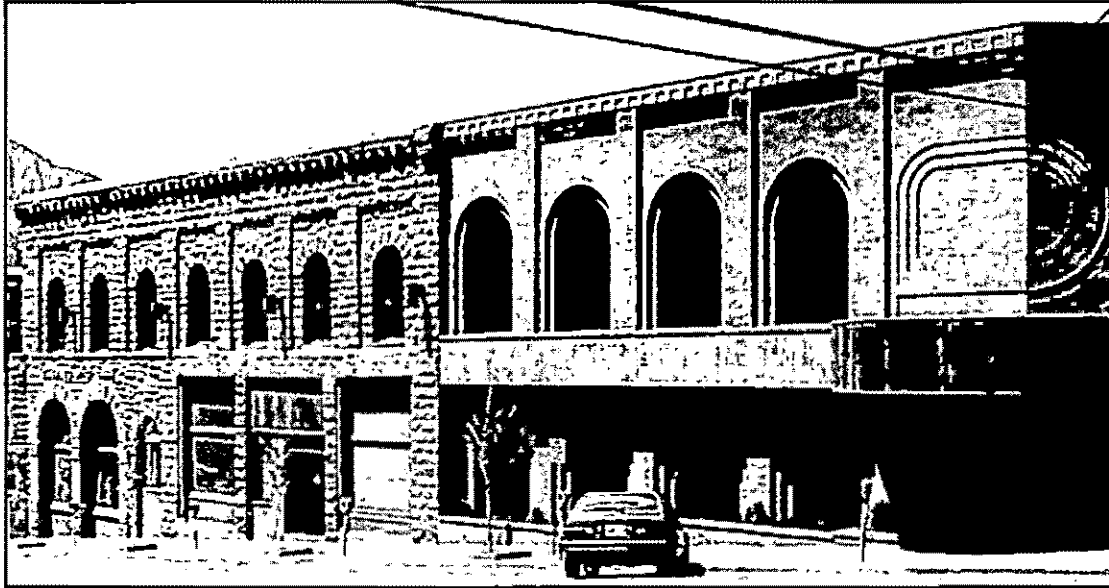


An addition has been placed to the rear of an original three-story building.



Here, a roof addition has been set back from the front.

- 6. An addition may be made to the roof of a building if it does the following:**
- a. An addition should be set back from a primary, character-defining facade, to preserve the perception of the historic scale of the building.



An addition to the side of an existing structure (left) should be compatible in scale and materials, as well as maintaining alignments along the block.

3. Parking Facilities

New parking facilities (includes surface lots and structures) should be designed to be attractive, compatible additions to downtown. Using high quality materials, providing a sense of scale in architectural details, undergrounding of some parking, providing active uses at the sidewalk and street edge and landscaping are some methods that contribute to compatibility. Additional guidance for the development of parking facilities may be found in the *Downtown Bellingham Plan*.

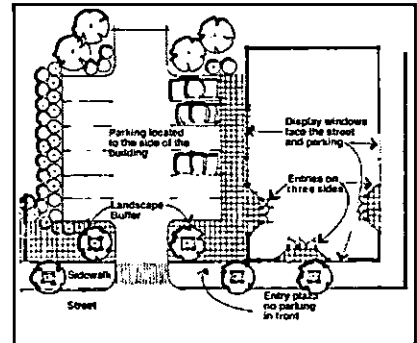
A. Location of Parking Facilities

1. Locate a parking facility at the interior of a block whenever possible.

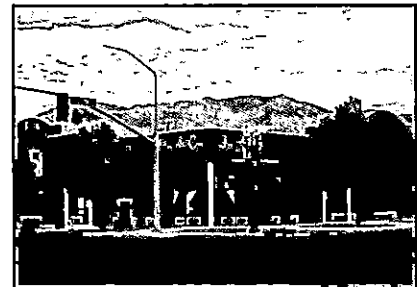
- a. This acknowledges the special function of corner properties as they are generally more visible than interior facilities, serve as landmarks and provide a sense of enclosure to an intersection.

2. Where a parking facility shares a site with a building, place the parking at the rear of the site or beside the building.

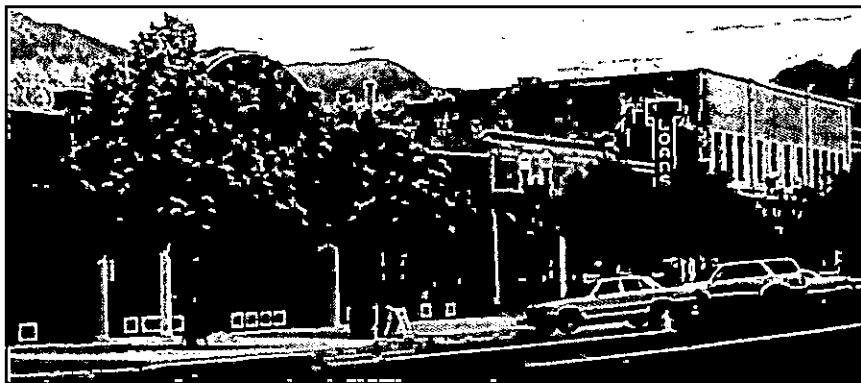
- a. In this way, the architectural continuity of the street can be preserved.
- b. Site a parking lot so it will minimize gaps in the continuous building wall of a block.
- c. A parking facility located behind a building and accessed from an alley is the preferred configuration.



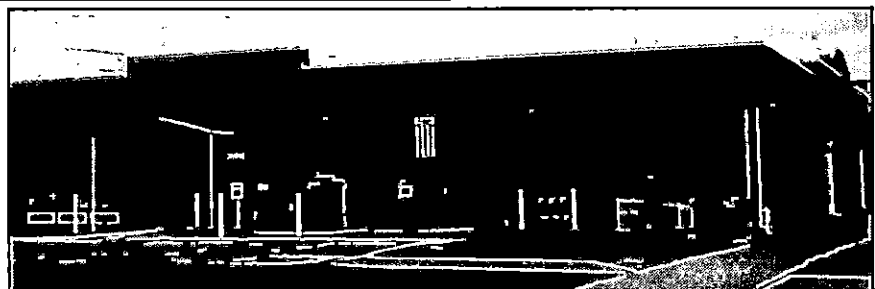
Locate a parking facility, particularly surface parking lots, at the interior of a block whenever possible.



Compare this series of photos with the sketch above, which influenced the development of this building. The corner building has entrances on two street fronts and at the rear.



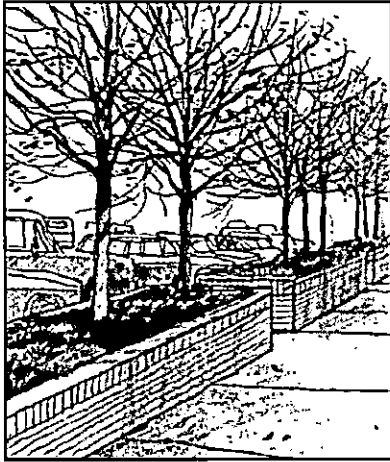
This infill project in the foreground in Ogden, UT, respects the scale of traditional buildings found downtown, as well as providing parking located to the rear.



The parking for this site was located to the rear; thereby, retaining the prominence of the corner property.

3. Minimize disruption to visual continuity of street.

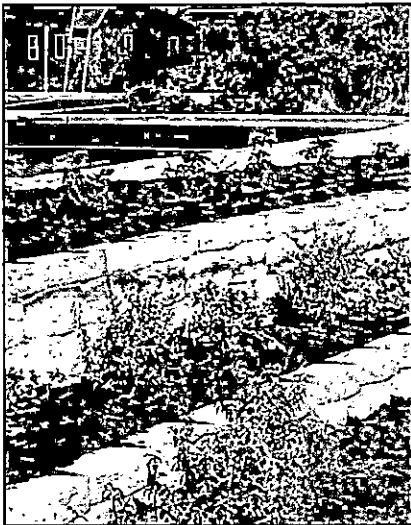
- a. Widths of entries to parking facilities should be minimized.
- b. Where parking facilities interrupt the pattern of building facades on the street, the entry creating the break in the façade shall be minimized.



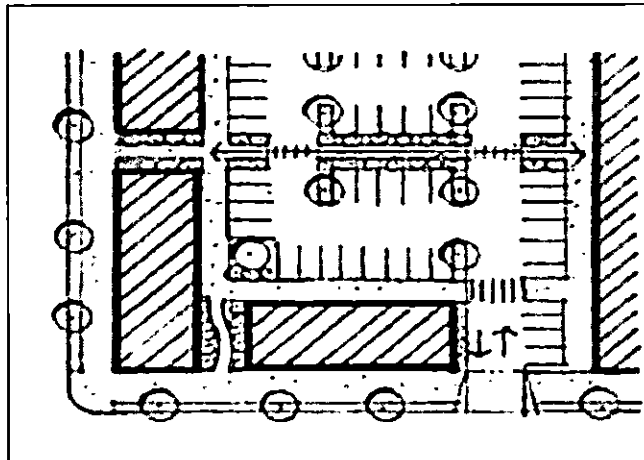
Consider the use of fences and walls as screens for the edges of lots.

4. Provide well-lit and convenient pedestrian access within and around parking facilities.

- a. Where new or renovated parking facilities interrupt existing patterns of pedestrian circulation, provide safe pedestrian routes through the site.
- b. Maintain strong emphasis on the pedestrian environment at the sidewalk crossing of parking access points.
- c. Pedestrian access that is separated from vehicle access should be provided between the building main entry and the public sidewalk. If walkways cross parking areas or driveways, the walkway should be separated from parking by landscaping or by raised pavement, or when crossing driving lanes, by a change in texture or material.



Where a parking lot abuts a public sidewalk, provide a buffer. This may be a landscaped strip or planter.



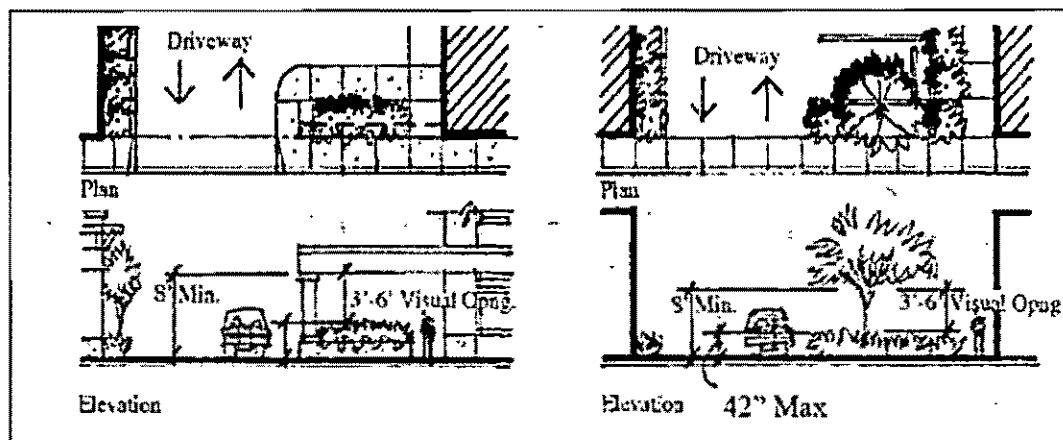
Pedestrian connectivity within and around parking facilities.



Where a parking lot shares a site with a building, place the parking at the rear of the site or beside the building.

B. Visual Impacts of Surface Parking

1. To reduce the visual impacts of a large parking facility area, divide it into a number of smaller parking facilities or make it look smaller through the use of landscaping.
2. Where a parking facility abuts a public sidewalk, or residential zone, provide a buffer.
 - a. This may be a landscaped strip or planter.
 - b. Consider the planting of shrubs, vines and small trees, which can aid in the circulation of pedestrians and vehicles by demarcating boundaries and aisles and drawing attention to desired openings and paths for pedestrians.
 - c. Also consider the use of fences and walls as screens for the edges of facilities. Materials selected for barriers should be complementary to the character and materials of nearby historic buildings.
 - d. Standards:
 - i. Provide a wall or evergreen hedge designed to be maintained at a height of at least two and one-half feet and not more than three and one-half feet along the street frontage of any street level open parking lot. Open trellis work or similar features that can be seen through may extend above the wall. Trees with canopies above pedestrian height (eight feet or higher) may be included. When a hedge is used, the planting bed should be at least five feet wide.



- ii. For surface parking lots with 15 or more parking spaces, provide:
 - (A) Internal landscaping at the rate of 20 square feet of landscaped area per parking stall.
 - (B) At least one shrub for every 20 square feet of landscaped area and one shrub per enclosed bed.
 - (C) One tree for every 10 open parking spaces.
 - (D) Vegetation ground cover for all landscaped areas that will provide 90 percent coverage within two years.
- iii. Use drought tolerant materials for all plantings unless an irrigation system is provided. A two-year maintenance bond or other financial guarantee acceptable to the city shall be provided in the amount of 150 percent of the value of the landscaping materials and installation.

3. Integrate a parking facility with adjacent land uses.

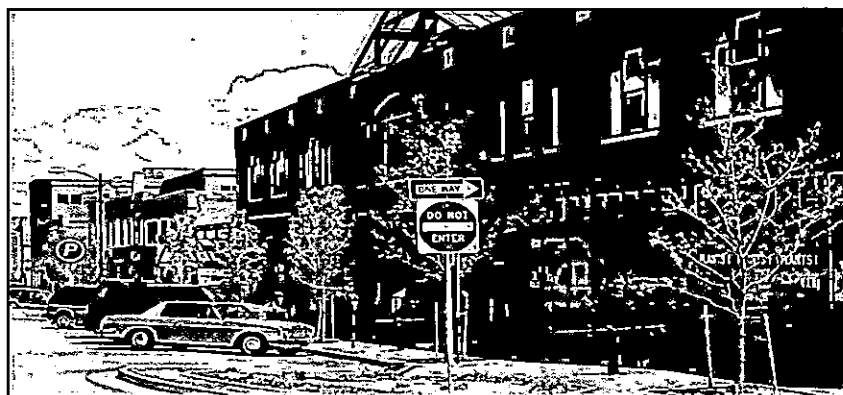
- a. Accomplish this by using materials similar to those that are predominant in the area.
- b. Use parking signs compatible with those in the City Center signage program.

C. Visual Impacts of Parking Structures

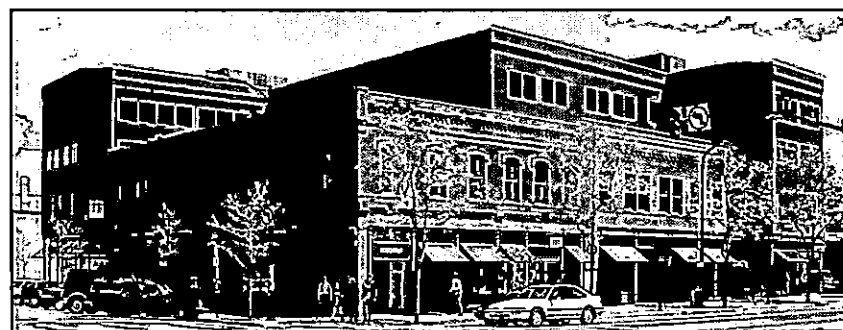
Parking structures should be designed to enhance the activity of the streetscape in the City Center.

1. Design a parking structure so that it creates a visually attractive and active street edge.

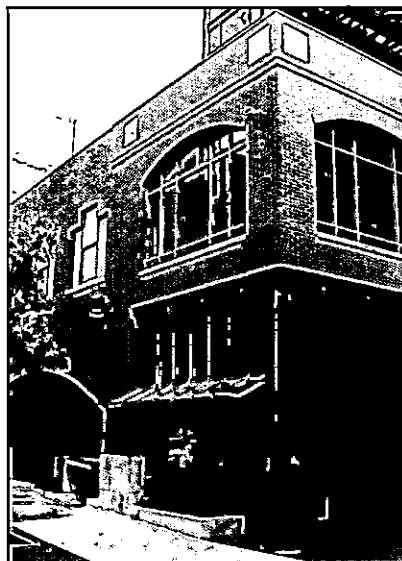
- a. When feasible, a parking structure in the City Center should be wrapped with a multi-story retail/commercial space to shield the facility from the street and to make the entire building visually pleasing.
- b. Other methods of accomplishing this include, but are not limited to:
 - retail/commercial wrap
 - murals or public art
 - landscaping
 - product display cases



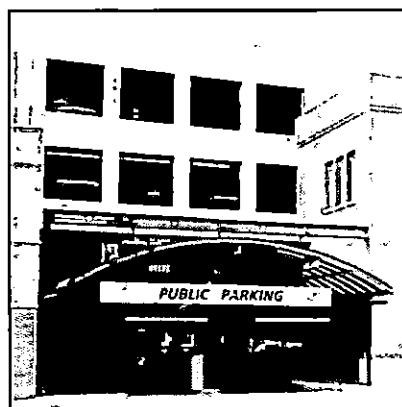
Design a parking structure so that it creates a visually attractive and active pedestrian environment. The series of photographs illustrates this.



The context for the parking structure (above) is two- to four-story brick commercial buildings.



The parking structure (left) incorporates a wrap of retail stores along the street edge. The storefronts are contemporary interpretations of the historic downtown context.



Along one street edge of the parking structure (above left) is the auto-oriented entrance.

-
- 2. An above ground parking structure should be designed to be compatible with traditional buildings in the surrounding area.**
 - a. Respect the regular window pattern and other architectural elements of adjacent historic buildings.
 - b. Use architectural and lighting designs that disguise the parking function rather than display it.
 - 3. Incorporate design elements that emphasize human scale and avoid imposing monolithic structures.**
 - a. Parking facilities need to conform to the standards in Chapter 1 for Alterations and New Construction.

D. Security and Pedestrian Circulation

- 1. Design a parking facility so that there is quick access and clear, separate pedestrian routes to the outside.**
 - a. Direct connections between a parking structure and its supporting businesses are desirable.
 - b. Interior and exterior lighting should be planned to assure user safety.
 - c. Encourage pedestrian use of the street front access and observation points by providing pedestrian facilities.
 - d. Develop mixed-use nodes of activity (such as espresso stands or other small vending kiosks or cafes) near pedestrian entries to parking areas.
 - e. Maximize visibility of pedestrians within the facility and avoid creation of dimly lit or isolated areas where miscreants can hide.
 - f. Service and storage functions should be located away from the street edge and generally should not be visible from the street. (Check location)

E. Multi-Modal Transportation Coordination

- 1. Bike racks should be installed in covered well-lit, publicly visible areas.**
 - 2. Design pedestrian, bicycle and vehicle circulation to develop a hierarchy of design priorities that support multi-modal transportation.**
 - a. All projects should consider pedestrian safety, convenience and comfort of circulation.
 - b. All public and private projects should support increased use of transit, carpool, bicycle and pedestrian access to downtown.
 - 3. Covered and convenient bicycle parking areas should be provided for projects that will likely have a demand for them.**
 - a. Bicycle parking for all employees may be provided within the building or at secondary entries.
 - b. While it will not be appropriate or feasible to provide covered public bicycle parking with every project, all projects should consider the feasibility and the need for dry, secure and convenient bicycle parking in the vicinity.
 - 4. Coordinate the location of entrances and walkways with bus stops and other transportation facilities as appropriate to encourage bus travel.**
 - a. Where appropriate, provide convenient and attractive amenities in the immediate vicinity of bus stops.
-

F. Hardscape Surface Material Selection

- 1. Consider Low-Impact Development (LID) techniques to control stormwater generation and improvement aesthetics where feasible. Some examples include:**
 - a. Many porous pavement surfaces have been developed to allow stormwater to infiltrate directly into the ground where there are permeable subsoils or be slowed significantly and collected in underdrains where there are impervious subsoils. Examples of porous paving materials include:
 - Porous concrete
 - Grass paving such as Grasspavers
 - Permeable Interlocking Concrete Pavers such as *EcoStore*
 - Reinforced Gravel such as *Gravelpave*

G. Landscaping

- 1. Encourage landscaping areas and trees be integrated into built projects.**
 - a. This could be done:
 - As part of the building structure
 - On the roof
 - Adjacent to public right-of-way areas where allowed

4. All Projects

These design standards apply to all projects in the City Center. They include certain site improvements, alterations to existing structures, new construction and signage.

A. Lighting

Lighting designs should enhance one's ability to interpret the historic character of the street as seen at night. Lighting should not overwhelm it and should facilitate safety and security.

1. Use lighting for the following:

- a. To accent architectural details.
- b. To accent building entries.
- c. To accent signs.
- d. To illuminate sidewalks.

2. Use lighting as it was used historically in the area:

- a. Shielded lighting is preferred.
- b. Lighting should not dominate a facade or the street.
- c. Washing the entire facade with light in some cases may be appropriate.

B. Awnings and Canopies

Historically, awnings and canopies have been a successful part of the City Center and their use is encouraged. Awnings should encourage sidewalk activity and should individually serve to protect pedestrians from the weather, especially at all entrances. Awnings should be integrated into the design of the building.

1. Provide pedestrian weather protection along those street frontages shown on the Pedestrian Oriented Commercial Streets Map in Chapter 2(B)(5).

- a. Pedestrian weather protection should cover at least a four-foot width of sidewalk along at least 75 percent of the street level frontage. Minimum adjustments needed to accommodate trees or other objects may be allowed.
- b. Compliance is required for new buildings and reconstruction when (i) the construction cost of the remodel project is more than 50 percent of the estimated replacement cost of the building and (ii) façade renovation will be done other than painting and routine maintenance and repair.

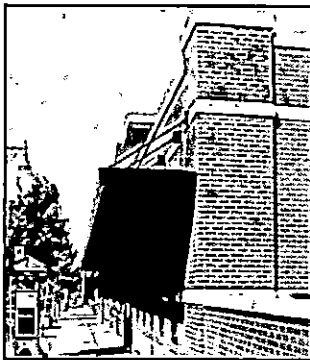
2. A fixed metal canopy is appropriate.

3. A fabric awning is also appropriate.

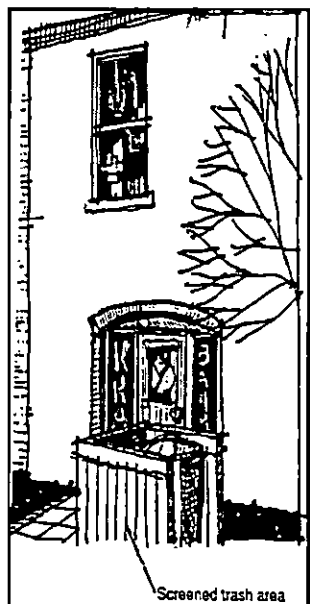
- a. Operable awnings are encouraged.
- b. Use colors that are compatible with the overall color scheme of the facade. Solid colors or simple muted striped patterns may be appropriate.
- c. Awnings that obscure character defining elements are inappropriate.



Mount an awning or canopy to accentuate character-defining features.



Simple canopy shapes are appropriate for rectangular openings.



Minimize the visual impact of trash storage and service areas. Dumpsters should be screened from view.



Odd shaped awnings are inappropriate for historical buildings. For example, a bull-nose awning, such as the one seen above, is out of character.

4. Internally illuminated awnings should not be used.

- a. Non-opaque awning material illuminated in such a way as to cause the awning to glow is inappropriate. Light fixtures that shed light on walkways and features below the awning are not prohibited.

5. Mount an awning or canopy to accentuate character-defining features.

- a. It should be mounted to highlight moldings that may be found above the storefront and should not hide character-defining features.
- b. Its mounting should not damage significant features and historic details.

C. Mechanical Equipment and Service Utilities

1. Minimize the visual impacts of mechanical equipment.

- a. Screen equipment from view.
- b. Do not locate window air conditioning units or satellite dishes on the building's primary facade.
- c. Use low-profile mechanical units on rooftops that are not visible from public ways.

2. Minimize the visual impacts of utility connections and service boxes.

- a. Locate them on secondary walls when feasible.

3. Locate standpipes and other service equipment such that they will not damage historic facade materials.

- a. Cutting channels into historic facade materials damages the historic building fabric and is inappropriate.
- b. Avoid locating such equipment on the front facade.

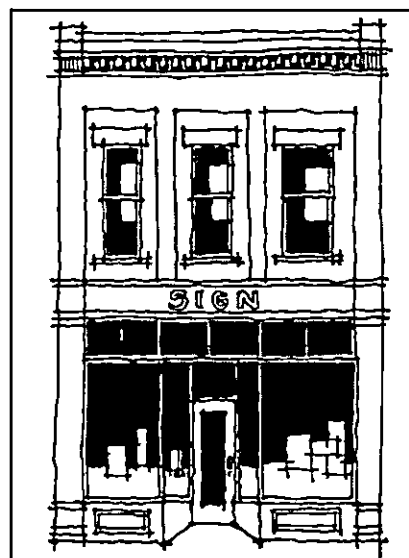
4. Minimize the visual impact of trash storage and service areas.

- a. Dumpsters shall be screened from view.
- b. Locate service areas away from major pedestrian routes, typically in the rear.
- c. Consider placing gates on trash storage areas to further diminish their visual impact.

D. Signs

A sign typically serves two functions: First, to attract attention, and second to convey information. If the building front is well designed, it alone can serve the attention-getting function, allowing the sign to be focused on conveying information in a well conceived manner. All new signs should be developed with the overall context of the building and the character of the area.

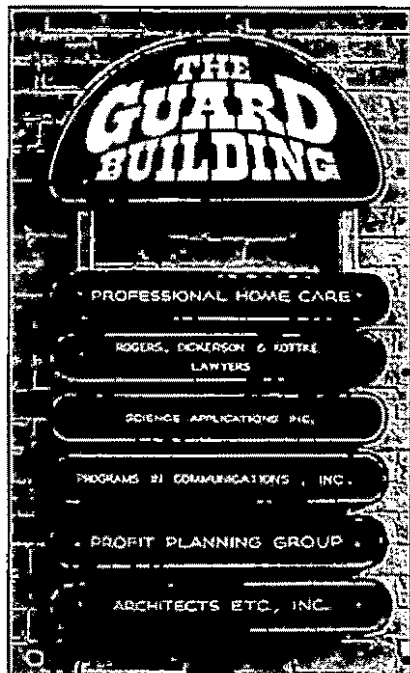
1. **A development's sign program, to the extent it is determined at building design, shall be designed for consistency with the following standards and other applicable regulations contained in the Land Use and Development Code.**
2. **Consider the building front as part of an overall sign program.**
 - a. Coordinate the overall facade composition, including ornamental details and signs.
 - b. Signs also should be in proportion to the building, such that they do not dominate the appearance.
 - c. Develop a master sign plan for the entire building front, which should be used to guide individual sign design decisions.
 - d. Signs should be integral with the building's architecture.
 - e. Remove obsolete signs.
 - f. Preserve historic painted signs in place as decorative features.
3. **A sign should be subordinate to the overall building composition.**
 - a. A sign should appear to be in scale with the facade.
 - b. Locate a sign on a building such that it will emphasize design elements of the facade itself. In no case should a sign obscure architectural details or features.
 - c. Mount signs to fit within existing architectural features. Use signs to help reinforce the horizontal lines of moldings and transoms seen along the street.
4. **A sign should be in character with the material, color and detail of the building.**
 - a. Simple letter styles and graphic designs are appropriate.



The overall façade composition including ornamental details and signs, should be coordinated.



Any sign that visually overpowers the building or obscures significant architectural features is inappropriate.



Where several businesses share a building, coordinate the signs in a directory or use a master sign plan.

5. Flush-mounted wall signs may be considered.

- a. A flush-mounted wall sign is one that is mounted flat to the wall; in most cases, a flush-mounted wall sign should be positioned just above the display window. It should not be located above second floor windows.
- b. When feasible, place a wall sign such that it aligns with others in the block.
- c. When planning a wall sign, determine if decorative moldings exist that could define a "sign panel." If so, locate flush-mounted signs such that they fit within panels formed by moldings or transom panels on the facade. In no case should a sign obscure significant facade features.

6. A directory sign may be considered in some land use areas.

- a. Where several businesses share a building, coordinate the signs. Align several smaller signs, or group them into a single panel, as a directory, to make them easier to locate.
- b. Use similar forms or backgrounds for the signs to tie them together visually and make them easier to read.

7. Projecting signs may be considered in some land use areas.

- a. A projecting sign should be located near the business entrance, just above the door or to the side of it, and should be a minimum of eight feet in height.
- b. Note that other approvals may be required to allow a sign to overhang the public right-of-way.

8. A window sign may be considered in some land use areas.

- a. A window sign may be painted on or hung just inside a window.

9. Free-standing signs may be considered in some land use areas.

- a. A monument sign may be used in the front yard of a residence with a commercial use.

10. Signs that are out of character with those seen historically, and that would alter the historic character of the street, are inappropriate.

11. Sign materials should be compatible with that of the building facade.

- a. Painted wood and metal are appropriate materials for signs. Their use is encouraged. Unfinished materials, including unpainted wood, are discouraged because they are out of character with the historic context.
- b. Highly reflective materials that will be difficult to read are inappropriate.

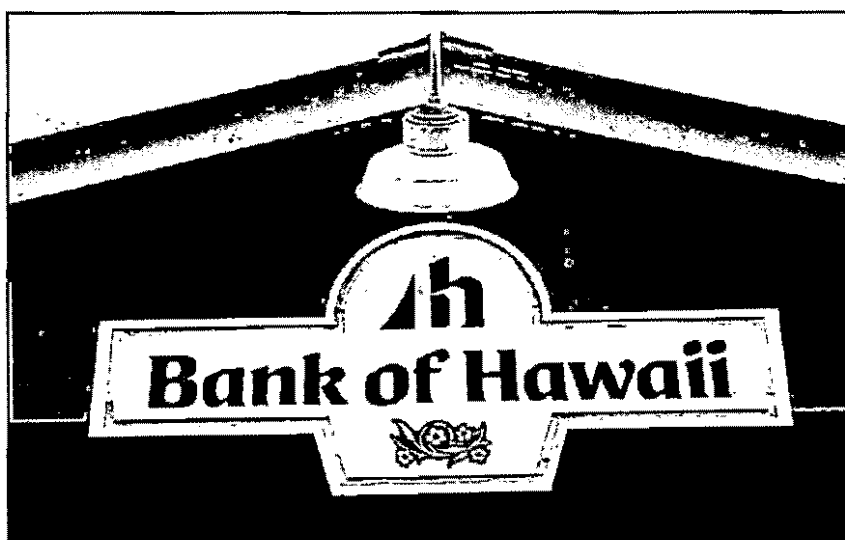
12. Symbol signs are encouraged.

- a. Symbol signs add interest to the street, are quickly read and are remembered better than written words.

13. Use colors for the sign that are compatible with those of the building front.

14. The light for a sign should be an indirect source.

- a. Signs should be subdued. Internal illumination is inappropriate unless a soft "halo" type light is used. Neon signs may be acceptable where appropriate. Signs should not blink, revolve, vary in intensity or otherwise appear to move.



Appropriate: Light shall be directed at the sign from an external, shielded lamp.

E. Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is based on the theory that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and an improvement in the quality of life. If a project is designed with safety in mind, and operated using CPTED principles, the likelihood of undesirable behavior or property damage may be reduced.

The design standards in this Handbook are consistent with CPTED principles that encourage greater visibility ("eyes on the street") and social interaction, and minimize the need for physical barriers that might negatively impact the livelihood of the street. CPTED review should be conducted on each project as necessary to identify techniques to guide the appropriate use of the space while complying with the intent of the Handbook. If the provisions of this Handbook conflict with CPTED principles, the provisions of this Handbook should apply.

1. Incorporate CPTED principles and techniques in project design and construction.

- a. CPTED review and guidance from the Bellingham Police Department (BPD) is included in the Design Review evaluation process. CPTED principles and techniques suggested by the BPD should be incorporated to the greatest extent possible.

EXHIBIT F

DOWNTOWN DISTRICT DEVELOPMENT REGULATIONS

Article VI. Downtown District Urban Village

20.37.500 - Downtown District Urban Village - Applicability

- A. Regulations specified within this article shall apply to the use of land within the Downtown District.
- B. Should the provisions of this article conflict with any other provision of the Bellingham Municipal Code, except the Critical Areas Ordinance, Shoreline Master Program, Stormwater regulations or Chapter 20.28 BMC, Infill Housing, the provisions of this article shall apply.
- C. **Amendments.**
 - 1. The following amendments shall follow the annual comprehensive plan amendment process outlined in Chapter 20.20 BMC:
 - a. Any change within a land use area from one land use classification to another (i.e., Residential Transition to Commercial Core).
 - b. Any boundary change between unlike land use classifications (i.e., between Residential Transition and Commercial Core).
 - c. Creation of a new land use area with a new land use classification.
 - 2. The following amendments shall be considered through the rezone procedure in Chapter 20.19 BMC:
 - a. Changes in the boundaries between like land use areas such as between two Residential Transition areas.
 - b. Changes in the zoning of an "Area" or portion thereof that do not involve a change of land use classification.
 - c. Changes in permitted uses and/or density rules shall be considered a rezone, regardless of the land use area in which they appear.
 - 3. All other amendments to this article shall be considered through the development regulation amendment procedure in Chapter 20.22 BMC.

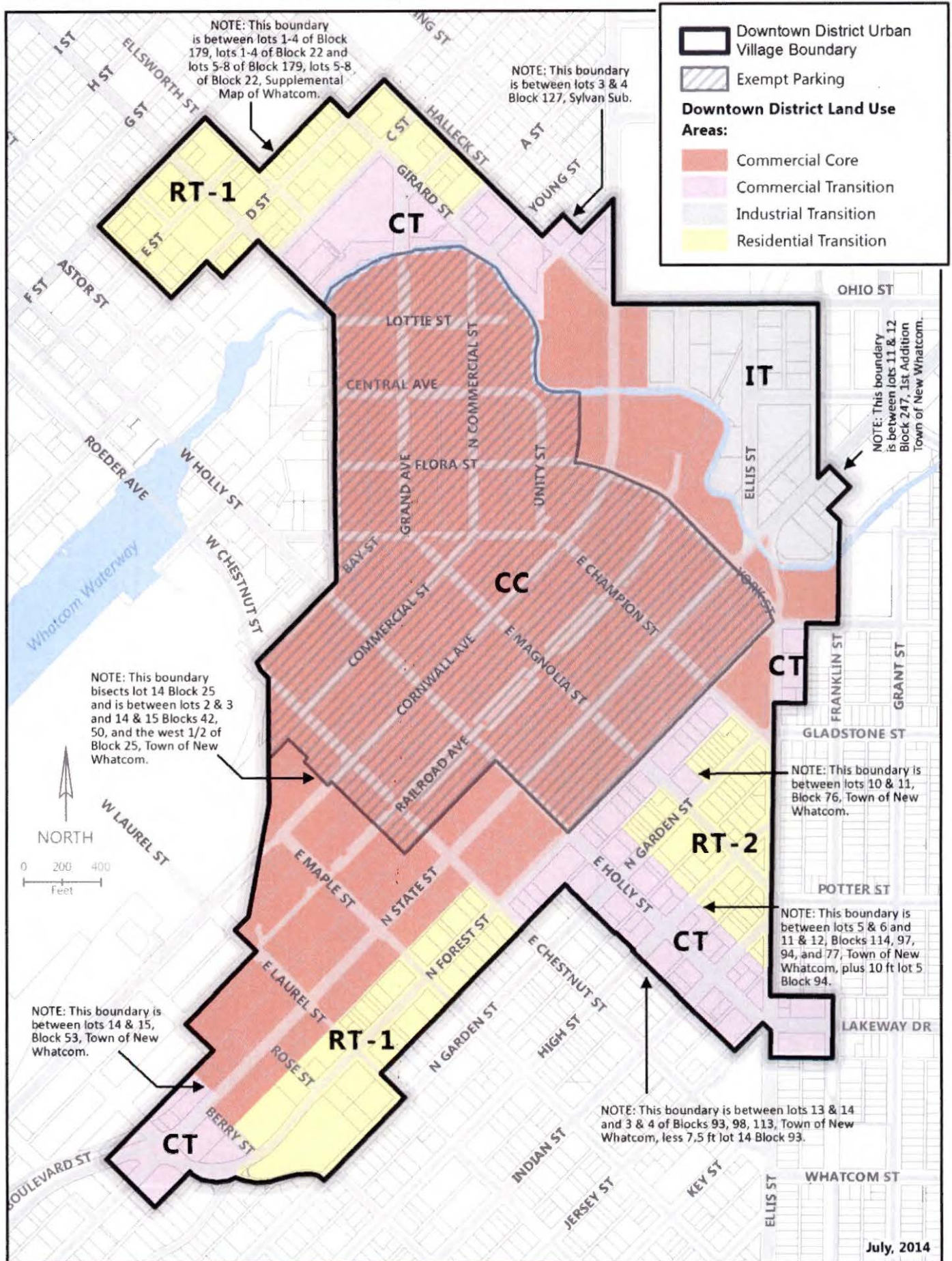
20.37.510 - Downtown District Urban Village - Establishment of Boundaries and Land Use Areas

- A. The boundaries of the Downtown District and associated Land Use Areas are hereby delineated as shown in **Figure 20.37.510**.
- B. The Downtown District is divided into various residential, commercial, and industrial land use areas. The purpose of these areas is to establish goals, policies, zoning and development regulations that require development to respond to the desired intensity, physical and aesthetic characteristics, and neighborhood scale in each area. These areas are intended to ensure development is appropriately scaled and designed, and to encourage uses that are compatible with each other and the surrounding neighborhoods. Emphasis in this area is on the pedestrian environment, the preservation of historic buildings, and the compatibility of new development.
 - 1. **Commercial Core (CC).** The Commercial Core Area is intended to be the most densely developed area within the Downtown District with the highest concentration of employment, services, entertainment and housing. The wide range of supportive land uses including retail, office, recreation, public facilities, parks and open space are supported by well-developed transit and pedestrian facilities.
 - 2. **Commercial Transition (CT).** The Commercial Transition Areas are intended to allow commercial uses similar to the Commercial Core, but building height limits are reduced to provide a stepped

transition to adjacent residential areas. Design standards in Chapter 20.25 BMC incorporate massing and aesthetic design measures to further reinforce the transition to residential uses.

3. **Residential Transition (RT).** Residential Transition Areas are generally located between commercial and residential multi zoned areas. A mix of housing types is encouraged to support the abutting commercial areas and provide housing choices for people of various incomes, ages and household types. Limited non-residential uses are permitted in addition to residential uses. These uses provide focused small-scale services for residents, create a smooth transition from commercial to residentially zoned areas, and incentivize preservation of historic building stock.
4. **Industrial Transition (IT).** The Industrial Transition Area is intended to accommodate a compatible range of industrial, commercial and residential uses to create a dynamic and eclectic setting that fosters business incubation. Industrial activities are limited to those which do not create excessive noise, smoke, odors or other objectionable nuisances to surrounding uses. Permitted residential uses are intended to be within mixed use buildings, and located above the first floor.

Figure 20.37.510 - Downtown District Urban Village Boundaries, Land Use Areas & Exempt Parking District



20.37.520 - Downtown District Urban Village - Uses

A. Uses are established in **Table 20.37.520**, below. Land use classifications are listed on the horizontal axis. Downtown District land use areas are shown on the vertical axis.

1. If the symbol "**P**" appears in the box at the intersection of the column and row, the use is permitted subject to general requirements for the use and the use area.
2. If the symbol "**C**" appears in the box at the intersection of the column and the row, the use is permitted subject to the Conditional Use provisions specified in Chapter 20.16 BMC, and to general requirements for the use and the use area.
3. If the symbol "**N**" appears in the box at the intersection of the column and the row, the use is not allowed in that area, except for certain short-term uses (see BMC 20.10.040 Temporary Uses).
4. If a **(number)** appears in the box at the intersection of the column and the row, the use may be permitted in the use area subject to the special limitations indicated in the corresponding "Note" at the end of the table.
5. **Use Determination:** In the case of a question as to the inclusion or exclusion of a particular proposed use in a particular use category, the Planning and Community Development Director shall have the authority to make the final determination. The Director shall make the determination according to the characteristics of the operation of the proposed use as they relate to similar allowed uses within the use area, and the intent of the Downtown District Sub-Area Plan.

Table 20.37.520 - Permitted Uses

P = Permitted C = Conditional Use N = Not allowed (#) = See Notes

When multiple symbols and notes appear in a box such as P(2) or (4), C, they are interpreted as (P) Permitted (2) when located in a main building(s) on a site existing as of September 23, 2014 OR (4) on corner lots; (C) conditional elsewhere.

LAND USE CLASSIFICATION	AREA			
	CC (1) CT (1)	RT-1	RT-2	IT
A. Residential				
1. Attached Accessory Dwelling Unit per BMC 20.10.035	P	P	P	N
2. Detached Accessory Dwelling Unit existing prior to 1/1/1995, per BMC 20.10.035	P	P	P	N
3. Bed & Breakfast (There is no express limit on the number of bedrooms let as transient housing)	P	P	P(2), C	N
4. Boarding & Rooming Houses	P	P	C	P(3)
5. Co-housing Developments, per BMC 20.10.048	P	P	P	P(3)
6. Confidential Shelters, per BMC 20.10.047	P	P	P	N
7. Hotel, Motel, & Hostel	P	N	N	P
8. Infill Housing, per Chapter 20.28 BMC	P	P	P	N
9. Manufactured Home Park	N	N	N	N
10. Multi Family	P	P	P	P(3)
11. Single Family, Detached Dwelling Unit with less than 5,500 square feet of total floor area	P	P	P	N
12. Single Family Residence with 5,500 square feet or more total floor area, subject to BMC 20.16.020(L)(3)	P	C	C	N
B. Commercial				
1. Adult Entertainment	N	N	N	N
2. Commercial Recreation	P	N	N	P
3. Crematory	N	N	N	C
4. Day Care	P	C	C	N
5. Day Treatment Center	P	C	C	C
6. Drinking Establishment	P	N	N	P
7. Drive-up facilities such as bank tellers, food and beverage services, laundry pick up, and car washes.	N	N	N	P
8. Eating Establishment, including sale and on-premise consumption of alcoholic beverages as an accessory use.	P	P	P(2) or (4), C	P
9. Food Membership Distribution, including Community Supported Agriculture (CSAs) and Food Buying Clubs	P	N	N	P
10. Live/Work Unit	P(5)	P(5)	P(5)	P(5)
11. Motor Vehicles Sales, limited to automobiles, motorcycles, scooters and recreational vehicles	P(6)	N	N	P
12. Offices	P	P	P	P
13. Repair of small equipment & items such as appliances,	P	N	N	P

Table 20.37.520 - Permitted Uses

P = Permitted C = Conditional Use N = Not allowed (#) = See Notes

When multiple symbols and notes appear in a box such as P(2) or (4), C, they are interpreted as (P) Permitted (2) when located in a main building(s) on a site existing as of September 23, 2014 OR (4) on corner lots; (C) conditional elsewhere.

LAND USE CLASSIFICATION	AREA			
	CC (1) CT (1)	RT-1	RT-2	IT
electronics, clocks, furniture, hand tools, and watches				
14. Retail Sales, except as restricted in subsection (B)(11) above	P	P(4)	P(4)	P
15. Services, Personal	P	P	P(2) or (4)	P
16. Service Station & Gas Station	N	N	N	P
C. Health Care				
1. Doctor, Dentist, Medical, & Therapy Office and/or Laboratory	P	P	P	P
2. Medical Care Facility	P	C	C	N
3. Service Care	P	C	C	N
4. Veterinary Service, Animal Hospital & Small Animal Care Shop	P(6)	N	N	P(6)
D. Public & Semi-Public Assembly				
1. Interpretive Center, Library, & Museum	P	N	N	N
2. Art Gallery, Art School, and Commercial Art Studio	P	P	P(2)	N
3. Auditorium, Stadium, and Theater	P	N	N	P
4. Church and House of Worship	P	C	C	C
5. Community Center	P	C	C	N
6. Convention Center	P	N	N	P
7. Institution of Higher Education and School	P	C	C	P
8. Neighborhood Club/Activity Center	P	C	C	P
9. Park, Trail, & Playground	P	P	P	P
10. Passenger Terminal	P	N	N	P
11. Private Club & Lodge	P	C	C	P
E. Industrial				
1. Automobile Services for the washing, lubrication, and minor repair of automotive vehicles.	N	N	N	P
2. Automobile Wrecking	N	N	N	N
3. Commercial Electric Power Generation, per BMC 20.36.030(C)	N	N	N	P
4. Construction and storage yards	N	N	N	P
5. Hazardous Waste Treatment & Storage Facility	N	N	N	N
6. Manufacturing and Assembly except as allowed in subsection (E)(7) below	P(6)(7)(8)	N	N	P(7)
7. Manufacture, bottling, and distribution of beverages, including breweries, distilleries, and wineries	P(8)	N	N	P
8. Mini Storage Facility	P(6)(9)	N	N	P

Table 20.37.520 - Permitted Uses

P = Permitted C = Conditional Use N = Not allowed (#) = See Notes

When multiple symbols and notes appear in a box such as **P(2) or (4), C**, they are interpreted as (P) Permitted (2) when located in a main building(s) on a site existing as of September 23, 2014 OR (4) on corner lots; (C) conditional elsewhere.

LAND USE CLASSIFICATION	AREA			
	CC (1) CT (1)	RT-1	RT-2	IT
9. Monument and Stone Works	N	N	N	P(7)
10. Repair of large equipment such as vessels, vehicles, & floor-based tools	N	N	N	P
11. Warehousing, Wholesaling, & Freight Operation	N	N	N	P(10)
F. Miscellaneous Uses				
1. Adaptive Use for Historic Register Buildings, per BMC 17.90.080 & 20.16.020(A)(1)	C	C	C	C
2. Community Gardens	P	P	P	P
3. Community Public Facilities, per BMC 20.16.020(J)(4)	P	C(11)	C(11)	P
4. Jail and Correctional Facilities, provided the location is limited to those properties bound by Prospect and Flora Streets, Grand Avenue, and Whatcom Creek.	P	N	N	N
5. Parking Facility (Nonretail)	P	C(12)	C(12)	P
6. Parking Facility (Retail)	P	N(12)	N(12)	P
7. Public Utilities on private property	P(13)	C	C	P
8. Public Utilities when located within a public right-of-way	P	P	P	P
9. Recreational Vehicle Park	N	N	N	N
10. Recycling and Refuse Collection Center	C	N	N	P
11. Wireless Communications Facility, per Chapter 20.13 BMC	P,C	P,C	P,C	P,C

NOTES:

- (1) Ground floor commercial may be required in certain locations as shown in the **City Center Design Standards** in BMC 20.25.040(C).
- (2) Permitted when located in a main building(s) on a site existing as of September 23, 2014.
- (3) Permitted when in conjunction with other permitted uses, provided the residential use is located on or above the 2nd floor.
- (4) Permitted on corner lots. The gross floor area of a Corner Store may not exceed 3,000 square feet unless approved by a Conditional Use Permit. A Corner Store may not be approved within 600' of another Corner Store.
- (5) The "Work" component in Live/Work is limited to those permitted and conditional uses listed under the applicable zoning subarea in Table 20.37.520.
- (6) When entirely enclosed within a structure.
- (7) The manufacture, compounding, processing, refining, and treatment of significant quantities of the following materials, products or operations is prohibited. For the purpose of this section "significant quantities" consists of a barrel or more at a single time. Acetylene, asphalt and tar, brick, tile, terra cotta, concrete, cement, lime, gypsum, and plaster of Paris, fats, oils and soap, fertilizer, garbage, offal, bones, and the reduction of dead animals, forging or smelting of metal, lampblack, stove and shoe polish, lumber and planing mills, oilcloth and linoleum, paint, shellac, turpentine, lacquer and varnish, paper and pulp, petroleum processing and storage, any explosive or highly inflammable material, slaughtering and processing of meat or fish products, tannery and curing of raw hides, chemicals such as acid, ammonia, bleach, chlorine, dye stuff, glue, gelatin and size, automotive wrecking, or junk yards.
- (8) Permitted when in conjunction with retail sales of the same product on site.
- (9) Permitted when the floor area is less than 50 percent of the floor area of other permitted use(s) on site.
- (10) Excluding the storage and handling of explosives, ammonia, chlorine, and any other similarly dangerous or toxic substances.
- (11) Conditional except for those uses permitted in (D)(9) above.
- (12) Permitted as shared parking pursuant to subsection .540 (D)(2)(e).
- (13) Exclusive of storage yards.

20.37.530 - Downtown District Urban Village - Development Regulations

A. Applicability. The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Downtown District except as follows:

- 1. Residential Transition Areas.** Development in Residential Transition Areas shall comply with Chapter 20.28 BMC, Infill Housing, Chapter 20.30 BMC, Residential Single Development, or Chapter 20.32 BMC, Residential Multiple Development, for corresponding development unless specified otherwise herein. Non-residential uses shall comply with BMC 20.32 Residential Multiple Development unless specified otherwise herein.
- 2. Industrial Transition Area.** Development in the Industrial Transition Area shall comply with Chapter 20.36 BMC, Industrial Development, unless specified otherwise herein.

B. Design Review. See Chapter 20.25 and 21.10 BMC for applicable design review areas, standards, and procedures. Non-residential uses located in Residential Transition Areas shall be considered 'mixed uses' for purposes of applying design review standards and procedures.

Table 20.37.530 - Standard Development Regulations

Development Regulations	Area				
	Commercial (CC & CT)	Residential (RT-1 and 2)			Industrial (IT)
Applicable Development Regulations	BMC 20.37.500 through .560	Chapter 20.28 BMC, Infill Housing	Chapter 20.30 BMC, Residential Single Development	Chapter 20.32 BMC, Residential Multi Development	Chapter 20.36 BMC, Industrial Development
Minimum lot size	None	(1)	None	None	None
Maximum Density	None	RT1: None RT2: 1,500 sq.ft. per unit	RT1: None RT2: 1,500 sq.ft. per unit	RT1: None RT2: 1,500 sq.ft. per unit	None
Setbacks from property lines	None (4)(7)	(1)	(2)	RT-1: None RT-2: (3)	None (7)
Maximum Height	CC: None (4)(7). CT: 65' (4)(5)(6)(7).	(1)	(2)	RT-1: (3) RT-2: 35' under BMC 20.08.020, height definition No. 1, or 25' under height definition No. 2.	None (7)
Lot Coverage	None	(1)	(2)	RT-1: None RT-2: (3).	None
Open Space	None	(1)	(2)	RT-1: (3)(8)(9). RT-2: (3)(8)(9).	None
Usable Space	None	(1)	(2)	RT-1: 100 square feet per unit (10) RT-2: (3)	None

Notes:

- (1) Subject to Chapter 20.28 BMC, Infill Housing, for corresponding development.
- (2) Subject to Chapter 20.30 BMC, Residential Single Development, for corresponding development.
- (3) Subject to Chapter 20.32 BMC, Residential Multi Development, for corresponding development, including development of Commercial and Conditional Uses.
- (4) The maximum height within 15 feet of a property line abutting a residential zone shall be 2 stories and 32 feet.
- (5) Height is measured per Height Definition #1.
- (6) A building may be divided into modules and stepped with height measured on a per module basis to respond to topography on sloped property.
- (7) Additional restrictions may apply as specified in the Shoreline Management Program..
- (8) Open space may be reduced to 10% when development or change of use on a property will include a commercial use, or when the developed residential density on site will exceed 1 unit per 1,500 square feet of land.
- (9) Open space may alternatively be satisfied by achieving a green area factor (green factor) score of at least 0.3 in accordance with BMC 20.12.030(E).
- (10) See BMC 20.32.040(F)(1)(b) and (c) for minimum dimensional requirements.

20.37.540 - Downtown District Urban Village - Parking

A. Applicability.

1. The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Downtown District. All parking standards in Chapter 20.12 BMC concerning general provisions, design provisions and improvement standards shall apply except as provided herein.
2. Off-street parking in accordance with the provisions herein shall be provided whenever:
 - a. A main building is constructed or relocated upon another lot; or
 - b. The cost of interior alteration or repair within any 12-month period exceeds 50 percent of the actual valuation.
3. Buildings existing as of September 23, 2014 are exempt from the requirement to provide additional parking due to a use change.
4. The Planning and Community Development Director shall have the authority to waive parking requirements when consistent with an area-wide parking plan and/or district pursuant to BMC 20.12.010(A).
5. The Planning and Community Development Director may exempt existing buildings listed on the Local, State or National Register of Historic Places from required parking for a one-time floor area expansion provided that (1) the floor area expansion is limited to an area no greater than 10% of the area of the existing building and (2) existing conforming parking on site shall not be displaced. Exception: If the listed historic building provides 10% or less of the on-site parking that would be required for an equivalent new building, the Planning and Community Development Director may allow displacement of some or all of the on-site parking.
6. The creation of new improved on-street parking that abuts a project site may count toward on-site parking requirements when the new street parking will increase the supply of improved on-street public parking. The parking and street design are subject to Public Works Department approval.

B. Uses shall provide parking as follows.

1. Uses in the Downtown Exempt Parking District as shown on **Figure 20.37.510** are exempt from parking requirements.
2. Uses in all other areas shall provide parking as shown on **Table 20.37.540(A)**. Fractions are rounded up to the next whole number.
3. If a use is not readily classified within the zoning classifications, then the Planning and Community Development Director shall determine the standards which shall be applied.

Table 20.37.540(A) - Minimum Parking Requirements

Use	Minimum Parking Requirements
Residential	0.5 space for each studio unit. 0.75 space for each 1-bedroom unit. 1.00 space for each 2- and 3-bedroom unit. 0.5 additional space for each bedroom over three per unit.
Commercial and Institutional	1 space per 500 SF of gross floor area used for offices, retail, services, eating and drinking establishments, cultural or education facilities and similar uses.
Industrial and Manufacturing	1 space per 5,000 square feet of gross floor area or 1 per 2 employees (working at the same time) whichever is greater.
Warehousing and Wholesale	1 space for every 20,000 square feet of gross floor area or 1 per 2 employees (working at the same time) whichever is greater.

- C. Unbundled Parking.** Unbundled parking means that the parking required of a project is not assigned to building space; it is sold or leased separately.
1. **Purpose:** To make more efficient use of parking that is required of a project but not otherwise used or needed by tenants of the project. Taking into account that the parking required of a project represents the parking demand added to the general vicinity, this parking can then be made available to any on- or off-site use, on a fee or lease basis, to provide more opportunities to satisfy the local parking demand.
 2. **Applicability.** Required parking for a project may be unbundled for uses within the project. The use of unbundled parking by off-site uses is allowed only in Commercial and Industrial zones.
- D. Shared Parking:** Shared parking means that parking spaces are shared by more than one user or business that has different parking demand patterns. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately.
1. **Purpose:** To efficiently utilize parking resources where the potential for shared parking provisions with adjacent land uses has been analyzed and found to be appropriate.
 2. The Planning and Community Development Director may authorize two or more uses to share parking provided:
 - a. The number of parking spaces provided is at least equal to the greatest number of needed spaces for uses operating at the same time.
 - b. The developer shall complete a parking demand analysis to demonstrate that the resultant parking will be adequate for the anticipated uses.
 - c. Shared parking shall be unbundled as necessary to ensure the adequacy of parking in subsection (2)(b) of this section. This may require that parking is not assigned or dedicated. All spaces that are to be assigned or dedicated shall be shown/evaluated in a shared parking demand study. Unbundled parking may be leased to off-site uses that are not a party to the shared parking agreement.
 - d. To ensure that a parking area is shared, each property owner or party shall sign a shared parking agreement in a form acceptable to the City Attorney, stating that his/her property is used for parking by another use(s) on the same property, or a use(s) on adjacent property. The applicant must record this statement with the Whatcom County Assessor's Office to run with the property(s). Shared parking may include use of off-site parking in a commercial parking structure.
 - e. Parking lots associated with an approved conditional use in a Residential Transition Area may be used as shared parking during off peak hours of the primary permitted use on site upon Planning and Community Development Director approval of a shared parking agreement. (Example: A church parking lot may be approved for use by other uses during weekdays when not otherwise being used by the church)
- E. Parking Reduction Allowed.** The Planning and Community Development Director may administratively reduce parking for projects that, either through adoption of a program or actual parking characteristics of the use, will result in less auto dependence. Such programs or special uses may include, but not be limited to, implementation of a shared car service (i.e., Zipcar™), enhanced bike storage facilities, purchase of WTA transit passes through the Urban Village Trip Reduction Credits (BMC 19.06.040(E) - Table 2), installation of covered transit shelters where approved by the Whatcom Transportation Authority and Public Works Department, and senior and affordable housing. The burden of proof of how a program or use characteristics will decrease parking demand shall be on the developer.
- F. Parking Design.**
1. **Industrial and Commercial areas.** Parking design shall comply with the City Center Design Standards for setbacks and buffers.
- G. Bike Parking.**
1. **Purpose.** Bicycle parking is required for certain use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and

long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays.

2. Number of spaces required.

- a. The required minimum number of bicycle parking spaces is shown on **Table 20.37.540(B)**. No bicycle parking is required for uses not listed.
- b. Bicycle parking is required for:
 - i. When the previous use on site was nonconforming to bicycle parking.
 - ii. A change of use, including change of tenants when they are the same use, and
 - iii. Exception: The Planning and Community Development Director may reduce or waive long term bicycle parking for subsections (b)(i) and (ii) of this section if the applicant proves to the Director's satisfaction that because of the design of the existing building, lack of leasable stalls within 300 feet of the site, or other extraordinary situation or condition in connection with a specific piece of property, the provision of the required stalls would involve practical difficulties and cause undue hardship unnecessary to carry out the spirit and intent of this section.
- c. The required minimum number of bicycle parking spaces is based on the primary uses on a site. When there are two or more separate primary uses that operate at the same time on a site, the required bicycle parking for the site is the sum of the required parking for the individual primary uses.

3. Exemptions.

- a. No long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area.
- b. No bicycle parking is required for unattended surface parking lots.

TABLE 20.37.540(B) - Minimum Required Bicycle Parking		
Specific Use	Long-term Spaces	Short-term Spaces
1. Multi-family housing	2, or 0.5 per bedroom and studio unit.	2, or 0.05 per bedroom and studio unit.
2. Commercial: Retail Sales and Service, including Eating and Drinking Establishments	2, or 1 per 12,000 sq.ft. of gross floor area.	2, or 1 per 5,000 sq.ft. of gross floor area.
3. Commercial: Office	2, or 1 per 10,000 sq.ft. of gross floor area.	2, or 1 per 20,000 sq.ft. of gross floor area.
4. Commercial: Off-street parking lots and garages available to the general public without charge or on a fee basis	2, or 1 per 20 automobile spaces.	6, or 1 for each 20 automobile spaces.
Note: Wherever this table indicates two numerical standards, such as "2, or 1 per 5,000 sq.ft. of gross floor area," the larger number applies. Fractions of 0.5 or greater are rounded up to the next whole number.		

4. Bicycle Parking Standards.

a. Short-term bicycle parking.

- i. **Purpose.** Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.
- ii. **Standards.**

(A) Required short-term bicycle parking shall be located:

- (1) Outside a building;
- (2) At the same grade as the sidewalk or at a location that can be reached by an accessible route; and
- (3) Within 50 feet of the main entrance to the building as measured along the most direct pedestrian access route. For sites that have more than one primary building, the bicycle parking shall be within 50 feet of a main entrance as measured along the most direct pedestrian access route, and shall be distributed to serve all primary buildings.

(B) Short term bike parking may be located within the public right-of-way provided the location and design are approved by the Public Works Department.

b. Long-term bicycle parking.

- i. **Purpose.** Long-term bicycle parking provides employees, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.
- ii. **Standards.** Required long-term bicycle parking shall be:
 - (A) Provided in racks or lockers that meet the standards of subsection (G)(4)(c) of this section;
 - (B) Located on the site or in an area where the closest point is within 300 feet of the site;
 - (C) Covered. At least 50% of required long-term bicycle parking shall be covered and meet the standards of subsection (G)(4)(c)(v) of this section (Covered Bicycle Parking); and
 - (D) Secured. To provide security, long-term bicycle parking shall be in at least one of the following locations:
 - (1) In a locked room;
 - (2) In an area that is enclosed by a fence with a locked gate. The fence shall be either 8 feet high, or be floor-to-ceiling;
 - (3) Within view of an attendant or security guard;
 - (4) In an area that is monitored by a security camera; or
 - (5) In an area that is visible from employee work areas.

c. Standards for all bicycle parking.

- i. **Purpose.** These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
- ii. **Bicycle lockers.** Where required bicycle parking is provided in lockers, the lockers shall be securely anchored.
- iii. **Bicycle racks.** Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks shall meet the following standards:
 - (A) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle;
 - (B) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components; and
 - (C) The rack shall be securely anchored.
- iv. **Parking and maneuvering areas.**
 - (A) Each required bicycle parking space shall be accessible without moving another bicycle;

- (B) There shall be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way; and
- (C) The area devoted to bicycle parking shall be hard surfaced.
- v. **Covered bicycle parking.** Covered bicycle parking, as required by this section, can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover shall be:
 - (A) Permanent;
 - (B) Designed to protect the bicycle from rainfall; and
 - (C) At least 7 feet above the floor or ground.
- vi. **Signs.** If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main building entrance indicating the location of the parking.

20.37.550 - Downtown District Urban Village - Landscaping

- A. **Applicability.** The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Downtown District except as follows:
 - 1. Development in Residential Transition Areas shall comply with Chapter 20.28 BMC, Infill Housing, Chapter 20.30 BMC, Residential Single Development, or Chapter 20.32 BMC, Residential Multi Development, for corresponding development.
- B. **Standards.** All landscaping provided to meet requirements under this Section must meet the standards herein to ensure the long-term health, viability and coverage of plantings. The Planning and Community Development Director may establish standards relating matters including, but not limited to, the type and size of plants, number of plants, concentration of plants, depths of soil, use of low-water use plants, and access to light, water, and air for plants.
 - 1. Development shall provide landscaping in accordance with BMC 20.12.030 except as provided herein.

20.37.560 - Downtown District Urban Village - Signs

- A. **General Provisions.** No sign shall be permitted unless it complies with the provisions herein.
- B. **Applicability.** The regulations of this Section shall apply to the development of any principal and/or accessory use within any area in the Downtown District except as follows:
 - 1. **Residential Transition Areas.** Development in Residential Transition Areas shall comply with Chapter 20.28 BMC, Infill Housing, Chapter 20.30 BMC, Residential Single Development, or Chapter 20.32 BMC, Residential Multi Development, for corresponding development. Non-residential uses shall comply with BMC 20.32 Residential Multiple Development unless specified otherwise herein.
 - 2. **Industrial Transition Area.** Development in the Industrial Transition Area shall comply with Chapter 20.36 BMC, Industrial Development, having a 'light' industrial use qualifier.
 - 3. **Commercial Areas.** Development in Commercial Areas shall comply with subsection .560(D).
 - 4. Billboards are permitted in the billboard overlay zones when in accord with the provisions of this code.
 - 5. Properties within the jurisdiction of the Shoreline Master Program are also regulated by the sign standards as defined in the Shoreline Master Program. Where conflicts arise, the more restrictive standards apply.
- C. **Exemptions.** The following signs shall be exempt from the provisions of this Title:
 - 1. Traffic signs installed by a government agency.
 - 2. Directional, wayfinding program signs installed by a government agency if the signs are consistent with the provisions of the Downtown Plan.

3. Tenant Panel and Directory Signs when located within a recessed entry.
4. Interior signs including those painted on the interior of glass windows.
5. Specific service signage as defined herein shall be permitted on the public right-of-way consistent with the policies and approval of the public works department.
6. Building identification signs or cornerstones are permitted as an integral and architecturally compatible part of the building or structure. Cornerstones shall not exceed 4 square feet and building identification signs shall not exceed 32 square feet. These exemptions shall not contain any colors, words, letters, numbers, symbols, graphic designs, logos or trademarks for the purpose of identifying a good, service, product, or establishment.
7. Directional Signs.
 - a. Directional signs are limited to 6 square feet per sign face and 3 feet in height if free-standing.
 - b. The message shall not contain the name of the establishment or advertising of any kind. Examples of directional signs include: "Enter", "Service Entrance", "No Parking", etc.
 - c. There is no limit on the number of directional signs.

D. Standards for Commercial Areas.

1. Pole signs and off-premises signs are prohibited.
2. No lighted signs shall be permitted on building walls facing a residentially zoned area when the property whereon the sign is located abuts a residential zoned area.
3. One free standing monument sign is permitted at each main entrance. The determination of whether an entrance functions as a main entrance shall be made by the Planning and Community Development Director. Monument signs shall not exceed 60 square feet per face nor 6 feet in height measured from existing grade. Said sign may be lighted but the message shall be limited to the name of the complex and its occupants, with the exception that if a gasoline station is represented on the sign, the sign may contain gasoline price information.
5. Building mounted signs extending over the street right-of-way shall comply with the International Building Code and the requirements of the Public Works Department.
6. Temporary building signs shall not exceed 32 square feet.
7. Real estate signs are limited to one sign per street frontage, shall be unlighted, and shall not exceed 32 square feet.

BELLINGHAM PLANNING COMMISSION FINDINGS OF FACT, CONCLUSIONS AND RECOMMENDATIONS

MAY 1, 2014

SUMMARY

Following the public hearing and a series of work sessions on the proposed Downtown Bellingham Plan and related neighborhood plan and code amendments, the Bellingham Planning Commission has determined that the proposed amendments meet the Comprehensive Plan amendment and rezone decision criteria and should be adopted.

I. FINDINGS OF FACT

1. Proposal Description:

City staff prepared a package of amendments to the Comprehensive Plan and related amendments to the BMC (BMC Titles 16 and 20), including:

- An update of the City Center Master Plan, now called the Downtown Bellingham Plan (DBP).
- A new name for the Central Business District Neighborhood Plan, the "City Center Neighborhood Plan".
- Amendments to the Central Business District, Lettered Streets, Sehome, Sunnyland and York Neighborhood Plans for the purpose of consistency with the new Downtown Bellingham Plan.
- Amendments to BMC Title 20, the Land Use Development Code, for the purpose of adding development regulations and design standards associated with the DBP.
- Rezones of all land within the Downtown District to one of the five following zones: Commercial Core (CC), Commercial Transition (CT), Industrial Transition (IT), Residential Transition-1 (RT-1), or Residential Transition-2 (RT-2) to implement the Downtown Bellingham Plan.
- Amendments to BMC Chapter 16.20, the City of Bellingham Environmental Procedures, to change the name of the CBD Neighborhood Plan to the City Center Neighborhood Plan.

2. Background Information/Procedural History:

On February 7, 2011, City Council docketed the Downtown planning proposal through Resolution 2011-03.

The City launched a four-phase Downtown planning process in September 2011 to gather information for the creation of a new plan that would retain relevant information from the CCMP, while looking ahead into the next 20 years of Downtown's future. The goal of the "myDowntown" public engagement process was to engage the community in unique and creative ways to involve people who might not typically participate in a public planning process.

In Phase I, the public was asked to identify Downtown's strengths and weaknesses. Input was gathered through an online survey (with over 1,600 respondents), activities at the Bellingham Farmers Market, and social media conversations on Facebook. Several videos were produced to highlight the benefits of living and working Downtown. Participants were asked to prioritize topic areas for the subsequent phases of the project.

The top issues identified in Phase I were:

1. Behavioral/Safety Issues;
2. Cleanliness/Landscaping/Sidewalk Design;
3. Biking & Walking Downtown;
4. Downtown Development/Redevelopment; and
5. Plazas, Public Space, and Placemaking.

See the *Phase I Community Engagement Report* for detailed results of this initial phase.

The issues listed above were the focus of activities in Phase II: Festival of Ideas. Activities, workshops, and tours held throughout the summer and fall of 2012 promoted Downtown, while providing a variety of opportunities for people to brainstorm solutions to identified issues. Community input and interaction during Phase II activities helped clarify priorities, identify topics requiring further study, and inform the final documents.

Topic areas included:

1. Promotional Tours (Arts, Historic Preservation, Hidden Gems, and 20-Minute Living);
2. Placemaking Events (Parkade Perk-Up, Imagining Town Square, Opportunities for Depot Market Square, Streets as Places, and Crime Prevention through Environmental Design);
3. Parklet Pilot;
4. Behavioral Issues Focus Group;
5. Downtown Retail Panel; and
6. Removing Barriers to Redevelopment.

Detailed descriptions of these events and a summary of community input received are outlined in the *Phase II Report: Festival of Ideas*. Many of the ideas generated during this phase have been incorporated into the DBP.

During Phase III, several meetings were held with neighbors adjacent to Downtown to discuss transitions from commercial to residential uses and connections between the neighborhoods. Informational sessions on available financial and code incentives for improving historic and other existing buildings were also conducted. As a culmination of all the phases, an open house was held, on December 11, 2013. Approximately 150 people attended to provide feedback on the draft Plan's key concepts.

In 2013, Bellingham Mayor Kelly Linville convened the Community Solutions Workgroup, comprised of selected community stakeholders and City staff, to provide public health and safety solutions for various challenges facing the community, especially in Downtown. The goal was to make people feel safe Downtown and provide services for those in need. Issues addressed included homelessness, alcohol/drug consumption, Maritime Heritage Park programming, an ambassador program, social service coordination, police/community coordination, nuisance laws, and communication between agencies and the Downtown

neighborhood. The work group identified key issues and potential solutions that were compiled into a draft Report of Findings and presented to the City Council on March 10, 2014. The findings of the report have been incorporated into the DBP and City Center Implementation Strategy.

Draft versions of the DBP, development regulations, and other key proposed changes to the BMC and Comprehensive Plan were distributed via email to over 500 stakeholders and posted to the project's website on February 4, 2014. The Transportation Commission and Historic Preservation Commission forwarded recommendations of approval to the Planning Commission in February 2014. The Parks and Recreation Advisory Board forwarded a recommendation of approval to the Planning Commission during their March 12, 2014 meeting.

The Commission held a public hearing on March 27, 2014, and a series of work sessions in April and May 2014. The Commission completed their review process on May 1, 2014 and thereafter forwarded these findings and recommendations to the City Council.

3. Public Comment:

Interest and participation in this project from Downtown residents, business owners, property owners and other interested parties has been significant. The "myDowntown" public engagement process included multiple opportunities for public input over three years. All materials associated with the "myDowntown" process are posted on the project's webpage. Written comments received since the release of the February 4 draft document are attached to the staff report. Public notice was mailed to all property owners within the project boundary and within 500 feet of the project perimeter and affected neighborhood associations on February 25, 2014. Notice was also published in the Bellingham Herald and on the City's website.

Five people spoke at the Planning Commission's public hearing and fourteen comment letters were received during the review process. Comments and responses are summarized in the attached comment tracker.

- One verbal comment and four of the written comments simply expressed general support for the proposal.
- The four remaining verbal comments expressed general support, with the exception of one or more recommended modifications or concerns.
- One written comment was a question about the proposal, and three others provided resources and ideas for enhancing public plazas, pedestrian-oriented cities, and right-pricing parking.
- Three written comments were from specialists (historic preservation, waterfront district and homelessness) offering guidance on how to enhance language related to these topic areas.
- One written comment did not support the rezone of their property.
- Another written comment requested that their property be included in the adjacent proposed zoning designation.

The meeting minutes provide a detailed summary of comments received at the public hearing and the Commission's discussion.

4. State Environmental Policy Act (SEPA) Determination:

A Determination of Nonsignificance (DNS) for the proposal was issued by the City of Bellingham on; February 21, 2014.

5. Consistency with the Bellingham Comprehensive Plan and Review Criteria:

Comprehensive Plan amendments must be found to meet the five decision criteria in BMC 20.20.040. Specific criteria are as follows:

B. All of the following criteria have been met:

1. The proposed amendment is consistent with the Growth Management Act and other applicable laws;

The proposed amendments comply with and help implement the infill, multimodal transportation, economic development, housing, environment, open space and recreation goals of the State Growth Management Act. The plan adds some additional infill capacity because of the increase in density in the Residential Transition areas. It promotes alternative modes of transportation, preserves land zoned for industrial uses, addresses safety concerns, encourages protection of Whatcom Creek, and recommends the creation of public parks and plazas. The proposed development regulations and new zoning districts are intended to implement these goals and policies. The Planning Commission finds that this criterion has been met.

2. The proposed amendment addresses changing circumstances, changing community values, and is consistent with and will help achieve the comprehensive plan goals and policies;

Circumstances have changed significantly since the Central Business District Neighborhood Plan and City Center Master Plan were adopted in 1980 and 2002, respectively. The 2006 Comprehensive Plan calling for urban villages as an infill strategy had not yet been adopted. Infill, rather than expanding the footprint of the urban area, is the preferred method to accommodate growth.

The proposed DBP supports the Comprehensive Plan's goals regarding safety, economic development, alternative modes of transportation, mixed uses, environmental protection, historic preservation, parks and housing options. The Plan and development regulations remove barriers to redevelopment by simplifying regulations and aligning several regulatory boundaries. The Plan includes, as one of its framework goals, "Downtown is a place where people come to play, work, shop and live – a vibrant and important community gathering place." The DBP and implementing regulations are consistent with and will help implement the City's Comprehensive Plan. See **Section V** of the staff report, Comprehensive Plan Goals and Policies, for more information on how the DBP implements the Comprehensive Plan. The Planning Commission finds that this criterion has been met.

3. The proposed amendment will result in long-term benefit to the community and is in the community's overall best interests;

Downtown Bellingham is not only the commercial, employment, civic and entertainment center for Whatcom County, but it also serves an important community role as "everyone's neighborhood". Beyond these important roles, the benefits of infill, as opposed to greenfield development, are well documented. The DBP's visions, goals and policies, as well as the City Center Implementation Strategy, strive to create an environment where Downtown can continue to thrive as a mixed use neighborhood and economic engine for the City and region. The Plan's vision statements include: removing barriers to redevelopment, increasing safety, offering housing choices, encouraging transportation options, providing parks and other public spaces, protecting Whatcom Creek, incorporating environmental elements into projects, valuing historic structures, supporting the arts and culture and improving streetscapes.

It is important to note that the DBP incorporates extensive community input on the needs of Downtown. See Section III of the staff report, Background, for more information on the public participation process for the DBP. The Planning Commission finds that this criterion has been met.

4. The amendment will not adversely affect the public health, safety or general welfare; and

The proposed amendments promote a compact and sustainable land use pattern consistent with the goals of the Comprehensive Plan. The DBP, design standards and development regulations promote development that centers on people and their quality of life. Relevant concepts from the DBP include sustainability, public spaces, Placemaking, safety, historic resources, arts and culture, bike and pedestrian amenities, housing choices, a variety of services and job opportunities within walking distance, and high-quality building and site design.

Specific to safety, the plan includes several goals and policies aimed at creating a safer and more welcoming Downtown. Recommendations from the Mayor's Community Solutions Workgroup, referenced earlier in this report, are included in not only the DBP, but also as actions in the City Center Implementation Strategy.

Whatcom Creek, which traverses a northern portion of the Downtown District, primarily abuts property that has already been developed. Individual projects will be subject to further environmental review under the State Environmental Policy Act. The City's environmental protection rules are intended to protect and preserve environmentally sensitive areas.

Downtown is adequately served by utilities such as water and stormwater and public services such as police, fire, schools, transit and parks. Regarding the sewer system, a new lift station is scheduled for construction in 2017-2018. Future development and redevelopment proposals will be required to show that there is capacity in the City's water distribution, sewer and stormwater conveyance and treatment systems to handle the impacts from proposed projects. If facilities are not adequate, the development cannot proceed until improvements are made. The same is true for the transportation/circulation system serving Downtown. Individual development projects

must pass the City's "concurrency" test, or provide any improvements that are required. The Planning Commission finds that this criterion has been met.

~~5. If a concurrent rezone is requested, the proposal must also meet the criteria for rezones in BMC 20.19.030.~~

See below. The Planning Commission finds that this criterion has been met.

Rezone Decision Criteria, BMC 20.19.030.

The city may approve or approve with modifications an application for a rezone of property if:

A. It is consistent with the comprehensive plan or corresponds to a concurrent comprehensive plan amendment application;

See the discussion under Comprehensive Plan amendment criteria B1 and B2. The Planning Commission finds that this criterion has been met.

B. It will not adversely affect the public health, safety or general welfare;

See the discussion under Comprehensive Plan amendment decision criterion B4. The Planning Commission finds that this criterion has been met.

C. It is in the best interests of the residents of Bellingham;

See the discussion under Comprehensive Plan amendment decision criterion B3. The Planning Commission finds that this criterion has been met.

D. The subject property is suitable for development in general conformance with the zoning standards under the proposed zoning district;

While the zoning designations within the Downtown District are changing, the permitted uses are not changing significantly from what is currently allowed. An increased range of small-scale mixed uses (e.g. corner stores, personal services and restaurants) are proposed for the Residential Transition zones. These uses would be permitted primarily as an adaptive reuse of existing buildings in the RT-2 zone (York Neighborhood) to incentivize investment in and rehabilitation of historic housing in the neighborhood. In the Commercial Core and Commercial Transition zones, new drive-through windows and pole signs are proposed to be prohibited. Monument signs are proposed to be limited to six feet in height and 60 square feet per sign face. These changes are consistent with the Plan's goals to create a more vibrant, pedestrian-friendly Downtown. Additionally, stand-alone residential uses would no longer be permitted in the Industrial Transition zone. Rather, multi-family units would be allowed in conjunction with other permitted uses on the second floor and above to continue to support and promote industrial uses in these areas. The Planning Commission finds that this criterion has been met.

E. Adequate public facilities and services are, or would be, available to serve the development allowed by the proposed zone;

See the discussion under Comprehensive Plan amendment decision criterion B4: The Planning Commission finds that this criterion has been met.

F. It will not be materially detrimental to uses or property in the immediate vicinity of the subject property; and

The proposed zoning in the Downtown District will not be detrimental to property in the immediate vicinity, as the proposal will not impact the permitted uses in these adjacent areas. Further, the rezones include development regulations aimed at providing better transitions between commercial and residential uses, which will benefit adjacent residential neighborhoods. Residential densities are proposed to increase in the RT-1 and RT-2 zones to allow reasonable redevelopment. In the CT zone, the height of new buildings is proposed to be limited to 65 feet and further limited to 32 feet and two stories when the structure is within 15 feet of a residential zone.

The City Center Design Review District is proposed for modification to align with the Downtown District boundary, and will continue to apply to any development or redevelopment in these areas. Revisions to the design standards to improve transitions between tall buildings include a 14,000 square foot size limitation and 100 foot minimum separation between buildings exceeding 100 feet in height. The Planning Commission finds that this criterion has been met.

G. It is appropriate because either:

- 1. Conditions in the immediate vicinity have changed sufficiently since the property was classified under the current zoning that a rezone is in the public interest; or*
- 2. The rezone will correct a zone classification or zone boundary that was inappropriate when established; or*
- 3. The rezone will implement the policies of the comprehensive plan.*

The proposed rezones will implement the policies of the Comprehensive Plan. The proposed increase in density and expansion of allowable uses in the Residential Transition zones, as well as the decrease in number of zoning districts and alignment of regulatory boundaries throughout the Downtown District, contribute to the economic vitality goals of the Comprehensive Plan. The density and adaptive reuse provisions proposed for the RT-2 zone in the York Neighborhood implement the Comprehensive Plan's goals for historic preservation. Lastly, the requirement to limit residential uses to second floors when established in conjunction with other uses furthers the Comprehensive Plan's goals for preservation of industrial lands. See **Section V** of the staff report and the discussion under Comprehensive Plan amendment decision criterion B2 for more information. The Planning Commission finds that this criterion has been met.

II. CONCLUSIONS

Based on the written record and the information presented at the public hearing and during the work sessions, the Planning Commission concludes:

1. The proposed amendments to the Bellingham Comprehensive Plan to adopt a new Downtown Bellingham Plan, update the name of the Central Business District Plan to the City Center Neighborhood Plan, and revise five neighborhood plans are consistent with, and will help implement, the goals and policies of the Bellingham Comprehensive Plan.
2. The proposal to change the zoning of all property within the Downtown District is needed to implement the DBP.
3. The proposed amendments to BMC Chapter 16.20, the City of Bellingham Environmental Procedures, to change the name of the CBD Neighborhood Plan to the City Center Neighborhood Plan are needed to implement to the DBP.
4. The proposed amendments to BMC Title 20 to adopt new development regulations and design standards are appropriate and needed to implement the goals, policies and recommendations in the DBP.
5. The proposed Comprehensive Plan amendments and rezones meet the decision criteria in BMC 20.20.040 and BMC 20.19.030, respectively.


III. RECOMMENDATION

Based on the foregoing findings and conclusions, the Bellingham Planning Commission recommends that the City Council approve the Downtown Bellingham Plan and related amendments to BMC Chapter 16.20 and Title 20 as shown in the attached Planning Commission packet dated March 27, 2014, with the amendments listed in the attached Summary of Proposed Changes.

ADOPTED this 1ST day of May, 2014.


Planning Commission Chairperson

ATTEST: 
Recording Secretary

APPROVED AS TO FORM:

City Attorney

Summary of Revisions Recommended by Planning Commission:

1. Downtown Bellingham Plan

Chapter 3: Development, Design and Sustainability

Revise **POLICY 3.11**: "Encourage building owners to participate in energy efficiency retrofits and access incentive programs, such as the Community Energy Challenge, ~~to help subsidize these upgrades where appropriate, + and when the character of historic buildings won't be compromised~~".

Add the following bullet point to the list of values associated with the preservation of historic resources on **page 14**: "Supporting goals for sustainability by conserving resources".

Revise **GOAL 3.6**: "Downtown's historic buildings are preserved to maintain a link with the past and contribute to the social, economic and environmental vitality of the City".

Add a policy under **GOAL 3.6**: "Encourage the public and private sectors to identify possible intact archeological resources at project sites through survey work and contact with the State Department of Archeology and Historic Preservation".

Revise **POLICY 3.17**: "The City should, whenever feasible possible, uncover, preserve, salvage and restore historic landscape features such as rail tracks, brick streets, granite curbs, glass sidewalk prisms, and other ~~small-scale~~ features that tell the story of Downtown's layered history. If preservation is not possible, the City should photo document artifacts prior to removal".

Revise **GOAL 3.7**: "Civic functions, cultural institutions and government services continue to be ~~New government facilities are located in~~ Downtown whenever possible".

Chapter 4: Land Use Area Description

Add Comprehensive Plan Land Use Designations following each of the land use area descriptions as follows:

- Commercial Core Land Use Designation: Commercial
- Commercial Transition Land Use Designation: Commercial
- Industrial Land Use Designation: Industrial
- Residential Transition Land Use Designation: Multifamily Residential, High Density

Chapter 5: Downtown Activities and Tourism

Revise **POLICY 5.16**: "Support efforts to develop a unified brand image and advertising campaigns, highlighting easy access, energetic atmosphere, unique history and strong local economy".

Chapter 6: Parks, Open Space and Placemaking

Add language to the bottom of **page 32**: "In the future, Maritime Heritage Park will also serve as a key connector, via Central Avenue, to the large network of public parks, shoreline access, and trails associated with the Waterfront District".

Revise "Whatcom Creek Trail (West)" map on page 37 to show future connections to the Waterfront District. Add language after the first paragraph on page 37: "The corridor is also an important ecological and recreational link to all three City Center Districts."

Chapter 7: Transportation and Streetscape Design

Revise **GOAL 7.3**: "Downtown's sidewalk and trail network safely accommodates pedestrians and bicyclists and provides linkages to regional trail systems".

Add a policy under **Goal 7.3**: "Encourage a grade-separated multi-modal connection to the Waterfront".

Revise **POLICY 7.8**: "Establish shuttles or other transit modes to transport people between satellite parking areas and the Downtown core, ~~particularly for special events and the holiday season~~".

Revise **POLICY 7.10**: "Allow and support parklets, bike corrals, temporary pedestrian zones, and other creative uses of the right-of-way in appropriate locations to activate the street and provide public space".

Chapter 8: Parking

Revise **POLICY 8.5**: "Peripheral lots and parking structures should be primarily dedicated to employee, resident and other long-term parking uses and connect to the transit system. Continue to price parking lots lower than on-street parking to maximize this type of use".

Revise **POLICY 8.10**: "Consider establishing a neighborhood parking benefit district(s) where net revenues from parking fees and fines are used to provide public improvements in the City Center Neighborhood".

Revise **POLICY 8.15**: "Provide safe and secure public bicycle storage facilities and on-street bicycle racks to meet the increased demand at transit centers, as well as near parking garages, transit centers and public buildings".

Revise the language regarding the Downtown Parking Study on page 53: "~~See the 2013 Downtown Parking Study for additional recommendations. Note: See the City Center Implementation Strategy for recommendations intended to address the parking goals and policies listed in this chapter~~".

2. Downtown Development Regulations

Include 411 E Magnolia Street in the Commercial Transition zone (move from RT-2).

Amend Table 20.37.530 to reduce open space requirements in RT-1 from 25% to 10% when the developed density on site will exceed 1 unit per 1,500 of land.

Amend Table 20.37.530 to reduce residential usable space requirements from 250 square feet per unit to 100 square feet per unit in RT-1. Allow a bonus when the usable space is located and designed as a public plaza, pocket park, or similar feature that allows and encourages public access.

(NOTE: Planning Commission approved generally of reducing the open and useable space requirements in the RT-1 zone, but staff had not yet developed the specific code language shown above.)

3. City Center Implementation Strategy

Add a short-term action under Section 5(a)(D): Comprehensive update to the City Center Design Standards.

4. City Center Design Standards

Introduction, Chapter 1 and Chapter 2:

- Introduction Chapter: Move Section C ("Intent of the Design Standards and Review Process") to the beginning of the chapter

Clarify that the same design standards apply to new construction AND renovation of buildings, except for buildings listed on the local historic register or contributing to a local historic district.

Clarify that buildings listed on the local historic register or contributing to a local historic district are reviewed under the provisions of BMC 17.90 (Historic Preservation Ordinance)

Clarify that the Building Rehabilitation Standards in Chapter 2 are optional, but recommended, for renovations to historic buildings not listed on the local historic register or identified as a contributing resource within a local historic district.

Add language to Chapter 2 referencing the Secretary of the Interior's Standards for Rehabilitation.

Amend the Pedestrian-Oriented Commercial Streets Map (Chapter 1(B)(5)) to align with the Pedestrian Weather Protection Required Map (Chapter 4(B)(1)), reducing the area requiring ground-floor commercial uses. Expand the area to include State Street.

Chapter 4:

Add language referencing Crime Prevention through Environmental Design (CPTED) principles:

Crime Prevention Through Environmental Design (CPTED) is based on the theory that proper design and the effective use of the built environment can lead to a reduction in the incidence and perception of crime and an improvement in the quality of life. If a project is designed with safety in mind, and operated using CPTED principles, the likelihood of undesirable behavior or property damage may be reduced.

The design standards in this Handbook are consistent with CPTED principles that encourage greater visibility ("eyes on the street") and social interaction, and minimize the need for physical barriers that might negatively impact the liveliness of the street. CPTED review should be conducted on each project as necessary to identify techniques to guide the appropriate use of the space while complying with the

intent of the Handbook. If the provisions of this Handbook conflict with CPTED principles, the provisions of this Handbook should apply.

1. Incorporate CPTED principles and techniques in project design and construction.
 - a. CPTED review and guidance from the Police Department is included in the Design Review evaluation process. CPTED principles and techniques suggested by the Police Department should be incorporated to the greatest extent possible.