

Comparative Evaluation Charrette Report 4

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Bellingham Central Waterfront
Development Plan

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111 South Jackson Street
Seattle, Washington 98104
(206) 223-5100

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Job No. 70101
Bellingham Central Waterfront

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Mr. Rick Fackler
Long Range Planner/Project Manager
City of Bellingham
Planning and Economic Development
210 Lottie Street
Bellingham, Washington 98225

Dear Rick:

Transmitted with this letter is the documentation of our fourth planning charrette which details the Composite Alternative, the comparative evaluation of all the alternatives and our preliminary recommendations for improvement of the Central Waterfront.

Also included are a number of comments from the Task Force, the Technical Committee and the general public that will be considered in the refinement of the Recommended Plan. At our planned May 27th work session we will review the refined plan, remaining issues, implementation and phasing, and proposed design policies as part of the plan. Since we did not receive clear direction at our last session as expected, it will be critical that we get agreement on the selected plan at this session in order to have enough time to prepare the marketing brochure and the Final Report by the end of June.

Sincerely,


Vincent Vergel de Dios, AICP
Director of Planning

"The preparation of this report was financially aided through a grant from the Washington State Department of Ecology with funds obtained from the National Oceanic and Atmospheric Administration, and appropriated for Section 306b of the Coastal Zone Management Act of 1972."

Washington State Department of Ecology
HT 168 B 44 C 65 1986

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INTRODUCTION/SUMMARY

The fourth in a series of planning charrettes/work sessions for Bellingham's Central Waterfront area was held on May 13, 1986 at the Bellingham School District Offices at Roeder School. The purpose of the work session was to:

- Review planning work done to date for the Central Waterfront
- Review Alternatives 1, 2, and 3 from the previous charrette
- Describe a 4th Composite Alternative developed based on comments from the last charrette
- To comparatively evaluate the alternatives and make recommendations for the area
- Describe a specific recommended improvement projects
- Obtain direction on the selected alternative to allow further refinement and documentation

This reports documents the comparative evaluation of the four alternatives and suggested refinements to the recommended plan made during the charrette. This Technical Report #4 together with Reports 1, 2 and 3 will be considered as a separate Technical Appendix to the Final Report. As has been the case throughout the study process, the charrette involved the participation of the City of Bellingham, the Port of Bellingham, the Fourth Corner Development Group, Georgia-Pacific and the general public. The consultants have been assisted in the development of the recommended plan by staff from the City's Department of Planning and Economic Development, as well as the Central Waterfront Task Force with representatives of the business community, Western Washington University and the Mayor of Bellingham. Also present at the public session were members of the City Council, Planning Commission, the City Center Development Authority, property owners in the area and interested citizens.

Following a review of the study purpose and process, and a summary of the work done to date, the charrette focused on the description of a new fourth composite alternative and on specific improvement projects. The evaluation of all alternatives led to recommendations by the consultant team that this composite alternative best satisfied the criteria and objectives for the Central Waterfront.

DESCRIPTION OF COMPOSITE ALTERNATIVE 4

Based on the comments received during the previous planning charrettes and directions from the Technical Committee and Task Force, a Composite Alternative was developed that addresses the concerns of the various interest groups as well as achieves the goals for the area as expressed early in the planning process. The following is a description of this Composite Alternative.

- Citizen's Dock: Save it and move it north of Holly into Whatcom Creek Maritime Heritage Center Park. Renovate architecturally significant parts of the building, but keep the central portion of building as an open-air pavilion in order to reduce renovation costs. Use the open air portions for recreation; music/performance (stage); picnic tables; interpretive center; use front and rear portions of buildings for restrooms; park offices; small retail tourist shops, and/or a small restaurant or deli type sandwich shop that would cater to park users. If necessary, due to the scale of the building in relationship to the size of the park, portions (bays) of central section might be left out. This action is dependent upon both its financial feasibility and political acceptance.
- Whatcom Creek Waterway: Emphasis of Waterway will be on its importance as a working industrial waterfront with barge staging; tugs and marine dependent/water-related uses. By removal of Citizen's Dock, more intensive waterborne traffic can use the Waterway which should benefit industrial users and increase the value of properties along the Waterway for those types of activities. Enhancement of opportunities for these water-dependent uses was considered an asset to the Central Waterfront particularly with enhanced public visual access and understanding of industry.

Seaplanes and existing transit moorage will be allowed to remain. Additional moorage will occur at Squalicum Harbor.

- Holly Bridge Gateway: Relocate Citizen's Dock in the park and front the building along the northeast side of street just south of Holly Bridge (on/or in the vicinity of the Shrimp Shack site). Use old concrete light standards with globe-type fixtures in a close spacing on bridge railings to visually enhance the "gateway" quality of bridge. Construct a public viewpoint and platform with tower and interpretive materials on City-owned property south of Holly. Consideration must be given to public acquisition of the remaining private property in this location (Shrimp Shack and St. John's Glass).

- Old Town Core (Opportunity Area B): Consolidate properties within industrial area through possible street vacations in exchange for public access along Whatcom Creek north of Holly (along "B" street ROW). This pedestrian route could be on land or a boardwalk extending over the creek. Construct new entrance to Maritime Heritage Center (MHC) and fish rearing facility from "D" Street and close entrance from "C" Street. Make "D" Street two-way with parallel parking. Improve crosswalk/intersection at "D" Street and Holly to emphasize entrance/orientation to MHC. Streetscape "D" Street. Land use emphasis on mixed-use light industrial, manufacturing and retail/commercial uses (within opportunity Area B). Develop design standards or policies for this area. Change zoning to allow non-water related retail uses. Let Shoreline Master Program regulate setbacks, etc. within 200 feet shoreline boundary.

Opportunity Area B might be considered a special review district, or a "planned" designation applied to zoning to allow for site plan review.

- Hilltop CBD Transition (Opportunity Area C): This area should continue to be an intensive activity center for entertainment and cultural activities. The area between Holly and the proposed realignment of Chestnut and Roeder is proposed for a structured parking garage that would serve Georgia-Pacific parking needs as well as the general public. Due to the topographic grade change a structured parking garage could have access from a number of different street locations and at different levels without ramping.

In order to blend the parking garage into the Holly Street area, retail street frontage should line the Holly Street side of the structure as much as possible. A public/private project is suggested. Access could be from Central, Bay, perhaps Chestnut/Roeder Ramp; and even Holly as long as vehicular traffic did not adversely impact pedestrian traffic. A portion of this area is within the old alignment or ROW of Army Street, a street ROW that is between Bay and Central. This City ROW could be used to act as a catalyst for development of the parking and any retail frontages.

The use of City-owned property near the corner of Dupont and "D" Street for commercial development through ground leases was identified as a means of stimulating economic redevelopment in the area. The amount of development should reflect a market driven response and not compete with private development in the CBD. Because State money was used to purchase land for the Maritime Heritage Center, the City they must provide equal or better land area for land used for other than the Maritime Heritage Center. This might be in the way of street vacation or purchase of more land.

- Lettered Street Neighborhood/Area 8: Change development standards to allow greater residential densities in Area 8 of the Lettered Streets Neighborhood. Greater density is appropriate in this area due to its close proximity to downtown, the CBD, and the large open space at the Maritime Heritage Center. Greater lot coverage and less lot area per unit with possible reductions in parking requirements are incentives that could increase the residential development in the area. Fees in lieu of providing these amenities could be one implementation approach. Office densities should remain the same.
- Whatcom Creek Focus (Opportunity Area A): Retain Opportunity Area A's land use designation of Waterfront Commercial but expand the allowed retail uses to include non-water related ones.
- Opportunity Area F Holly/Roeder "F" Street Corridor: Widen out curb return radii to maximum 35 feet to 50 feet to provide a smooth transition at "F" Street and Roeder and Holly Street. A problem at "F" and Roeder is with the number of RR tracks that exist. Smoother track crossings should be installed. Signage and signals should be improved at this location for easily understandable traffic movement and safety. Through Holly traffic should continue to occur as well.
- Opportunity Area E Industrial Expansion Area: Change zoning of this area between the Roeder/Chestnut Realignment and the vacated portion of Chestnut to Heavy Industrial to accommodate GP expansion.

Following the description of the fourth Composite Alternative, the consultants reviewed the evaluation criteria used to comparatively evaluate all four alternatives.

The evaluation criteria were organized around six major categories agreed upon by the Task Force, Technical Committee, and general public. These included:

- Land Use Compatibility
- Linkages and Water Access
- Environmental Quality Improvement
- Economic Growth and Feasibility
- Ease of Implementation
- Public/Private Acceptance

In addition to these rather general headings each of the categories was further defined with subcategories to provide a finer tuned evaluation. Based on the evaluation of the alternatives, the fourth alternative was recommended for refinement as the Recommended Development Plan for the Central Waterfront.

Following the discussion of the evaluation of the alternatives, comments were taken from the Task Force, Technical Committee, and general public on how the recommended plan could be further refined prior to its implementation. The following are comments received on the preliminary consultant recommendations.

Comments voiced by the Technical Committee and Task Force Sessions:

- The Port expressed a desire to change the allowed uses within the Marine Industrial designation along the I & J Waterway to allow some retail/commercial uses such as retail fish markets or other commercial uses due to the lack of demand for fish processing plants and the general decline in the industry around Bellingham.
- Georgia-Pacific voiced concern over the designation of its property between Central and Bay Streets and Holly and Roeder/Chestnut Realignment only for parking. Georgia-Pacific indicated that portions of their property might be needed for a water filtration/pump station and/or an electrical substation.
- The City had some concern over the vacation of Central Avenue between Chestnut and Roeder for pedestrian access. A street vacation would mean that the City would dispose the property. The City indicated that perhaps all but a 20 foot wide strip of the street might be vacated in order to allow pedestrian access along it. Georgia-Pacific initially indicated no desire for acquiring the property as it is located on pilings over the water and is in disrepair. Later Georgia-Pacific indicated that it might indeed be interested in acquiring the property together with the R.O.W. Public access to the existing transient and seaplane moorage on the waterway near the Roeder Street Bridge should be continued.
- The City suggested prioritizing and phasing improvements to intersections with the first intersection to be improved being those near downtown and along Holly and at "F" Street. Other intersections would follow as budgets allow. Intersection improvements could also be prioritized in terms of the type and amount of improvement given. Important intersections might have special paving, streetscaping improvements, signage and lighting, and bollards to signify their importance, while other intersections may only receive minimal improvements such as bollards that relate them in theme to the area.
- The City and the Port suggested keeping a suggested pedestrian overpass between Squalicum Harbor and the Broadway Viewpoint even though the funding of such an improvement would depend on capital improvement budgets.
- It was suggested that the refined plan call for maintaining the Old Burlington North Depot as it occupies a significant location at the terminus of "D" Street which will take a more significance as a two-way connection to Dupont and the Maritime Heritage Center.
- The Mayor suggested that the new Lettered Streets Area 14 might be extended to include more of Residential Area 9 to provide more incentive for high density residential development near the C.B.D. and the Maritime Heritage Center.

- The appropriateness of seaplanes on the Whatcom Creek Waterway was discussed. For the time being this is the only place to accommodate this use and it should continue until a new location can be found.
- The need for the entire length of Central Avenue for public access was discussed with Task Force members. Planning staff will investigate the use of the street right-of-way for parking purposes.

Comments voiced during the public session centered upon Citizen's Dock and public waterfront access:

- Opposition to moving of Citizen's Dock
- Public access to the Whatcom Creek Waterway should be enhanced. A desire to be able to actually/physically get down to the waterway was expressed.
- Concern was voiced for the waterway being solely heavy/marine industrial in use
- Public access and parking on Central Avenue right of way between Georgia-Pacific and Roeder was thought to be very important
- Use of City-owned property within the Maritime Heritage Center for joint public/private commercial development was a concern
- There was concern that new commercial development within Maritime Heritage Center would compete with commercial development in the CBD and other areas around downtown
- There is a need for parking near Citizen's Dock to make it more accessible to the public
- Impacts may occur from increased residential densities in Lettered Street Area 14 upon other residential areas
- Bellingham Sash and Door had concerns over access to their business and the vacation of Astor and "C" Streets in exchange for pedestrian access along the creek

Despite the continuing issues which must be addressed, there appeared to be considerable agreement on the majority of the problems/solutions of the Central Waterfront.

The consultant team requested a decision from the Task Force and Technical Committee to select the preferred alternative in order to maintain the study schedule. However, in light of the public concerns, a decision was postponed. The City is scheduling a series of meetings to address the issues. An expanded analysis of Citizen's Dock alternatives was requested.

The next step in the process will be the further refinement and documentation of the recommended plan based on these comments to the extent possible pending City direction. The detailed implementation and phasing strategies and the development of design policies must still be prepared. In addition, a marketing brochure to be used by the City to implement the economic development of the area will be prepared.

The finalized plan report is scheduled for delivery to the City by the end of June. The next working session is scheduled for May 27, 1986.

PARTICIPANTS

Task Force

- Tim Douglas, Mayor - City of Bellingham
- Georg Leshefka - Planning Commission Chairperson
- Hal Arnason, Jr. - Arnason Realty
- T. B. Asmundson - Port of Bellingham

Technical Committee

- Bill Geyer - City of Bellingham
- Ed and Dan Dahlgren, Georgia-Pacific
- Jeff Kaspar - Port of Bellingham

Others

- Rick Fackler - City of Bellingham
- Vickie Matheson - City of Bellingham
- Jay Gunsauls - Fire Chief
- Jim Sands - Boss Tweed Restaurant
- Verga Whittaker - Shrimp Shack
- George Harriman - Waterfront Alley
- Larry Harriman - Waterfront Alley
- Eleanor Graven
- George Livesey, Jr. - Parberrey, Inc.
- Les Leal
- David Seymour - Maritime Heritage Center
- Matt Peach - Owner Prospect Street Building
- Brent Walker - Bellingham Sash and Door Co.
- Gloria Johnson - Business Owner on Prospect Street
- Catharine Stimpson - CODA
- Harriet Spanel, Planning Commission
- Louise Bjornson, Planning Commission
- Roger Almskaar, Board of Realtors
- Byron Elmendorf, Parks Director
- George Thomas, Museum Director

Consultant

Management and Planning Services/The NBBJ Group

- Vincent Vergel de Dios
- Dennis Tate
- Yves Mizrahi

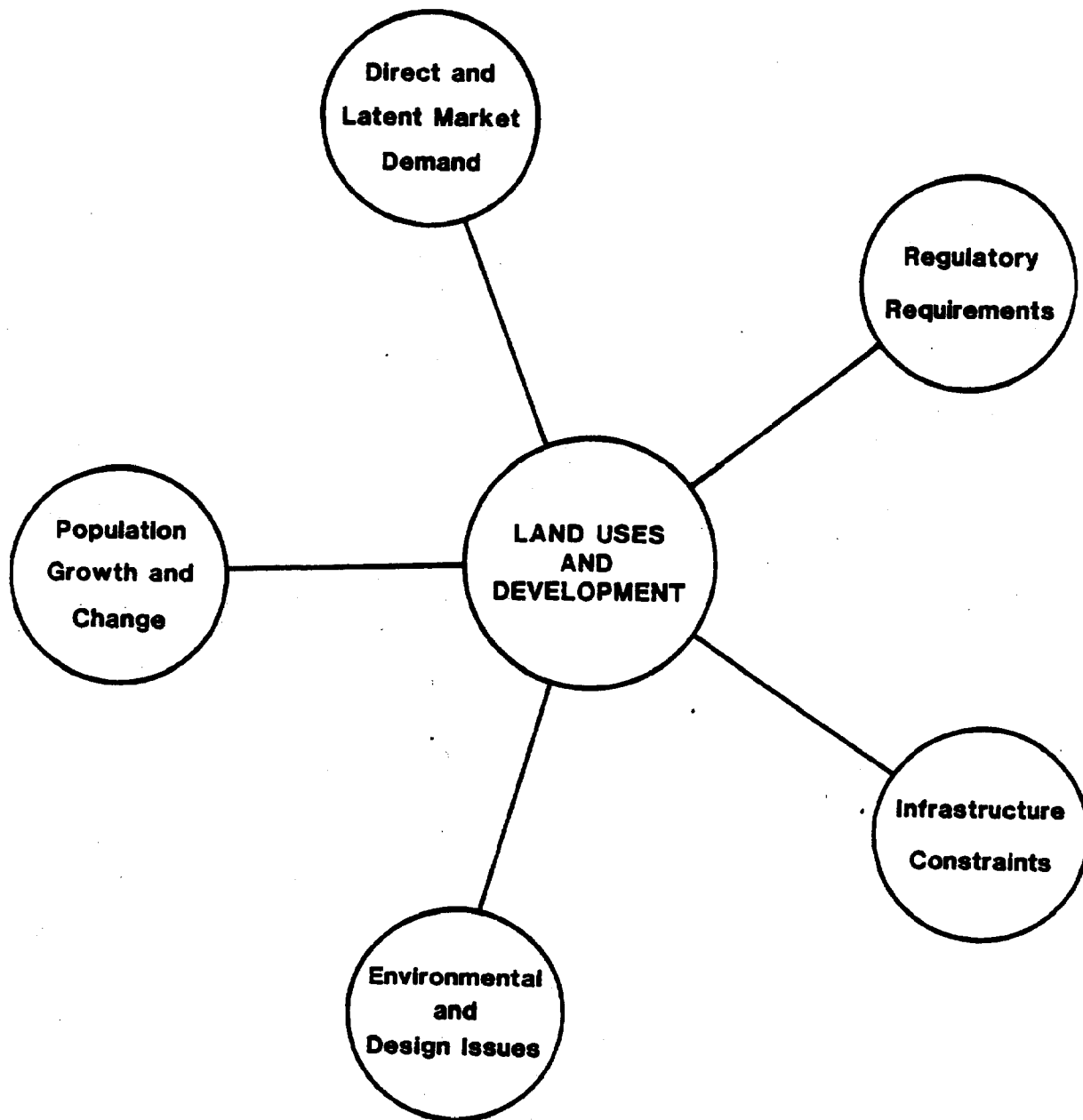
Study Purpose & Process

STUDY PURPOSE

To Prepare A Viable Plan to Direct Central Waterfront Development That

- **Anticipates Events**
- **Creates Opportunities**
- **Is Realistic**
- **Supports All Key Interests**

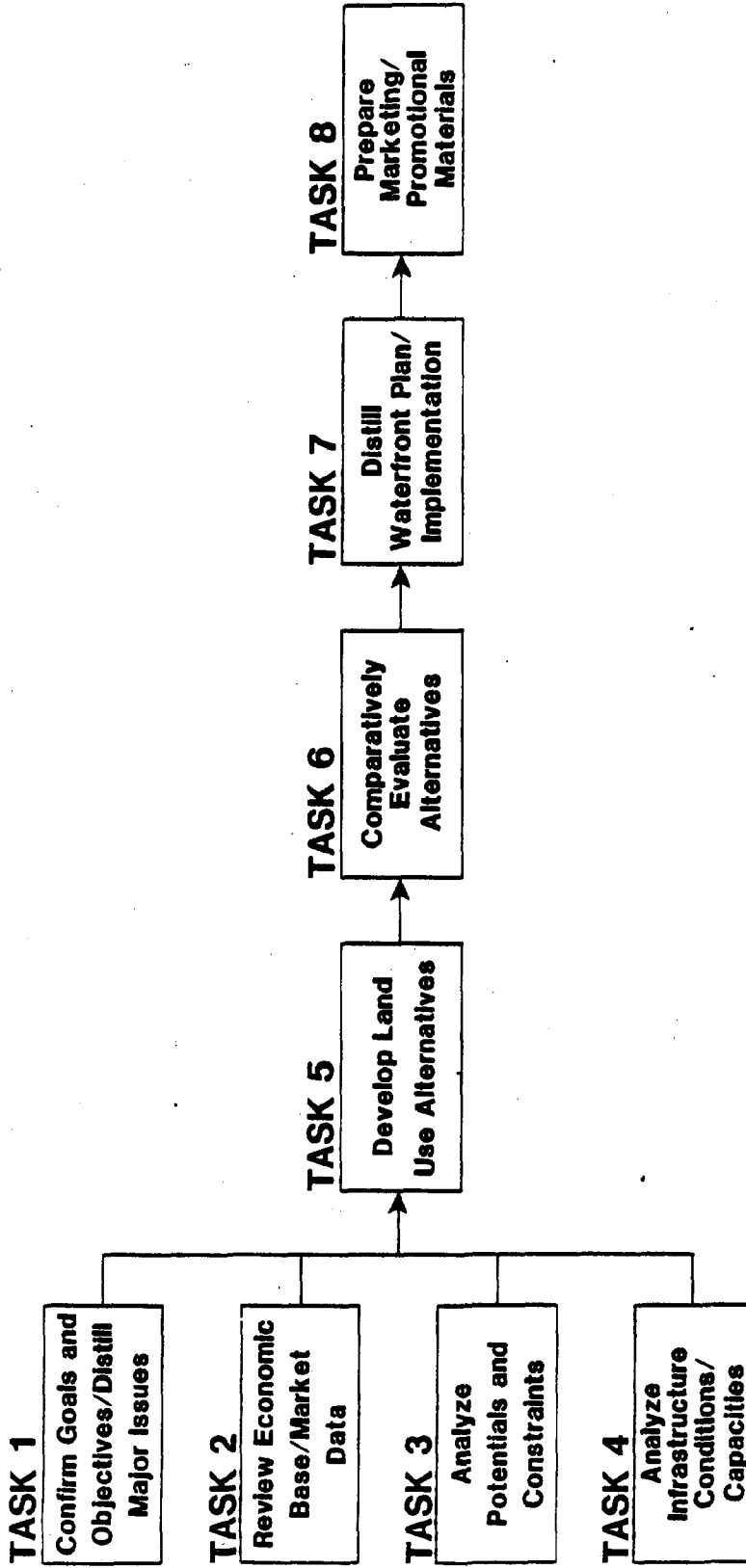
FORCES THAT INFLUENCE LAND USES



STUDY PROCESS AND SCHEDULE

Bellingham Central Waterfront Development Plan

PROCESS



MILESTONES



SCHEDULE

0 — 2 WEEKS — 4 WEEKS — 8 WEEKS — 12 WEEKS — 14 WEEKS — 16 WEEKS

Summary of Work to Date

SUMMARY OF WORK TO DATE

KEY ISSUES

- **Implementable Plan**
- **Type, Amount and Location of Land Uses**
- **Economic Development**
- **Group Consensus for Action**

SUMMARY OF WORK TO DATE

GOALS

- **Stimulate the Area's Economic Viability**
- **Improve Circulation Along the Downtown/
Squalicum Corridor**
- **Assure A Compatible Mix of Land Uses**
- **Create Incentives for Project Implementation**
- **Promote Public/Private Cooperation**
- **Create A Whatcom Creek Focus**
- **Celebrate the Old Town History and Culture**
- **Promote Understanding of a Working
Waterfront**

SUMMARY OF WORK TO DATE

OBJECTIVES

- **Encourage Investment (Not Just Market Response)**
- **Change Zoning**
- **Protect and Enhance Existing Businesses**
- **Improve Roeder and Holly**
- **Improve Maritime Heritage Center**
- **Control Nuisances**
- **Create Land Use Flexibility**

SUMMARY OF WORK TO DATE

CONCEPT "BUILDING BLOCKS"

- **Whatcom Creek Focus**
- **Linkages**
- **Land Use Mix**
- **Land Use Interfaces/Compatibility**
- **Vistas and Overlooks**
- **Gateways**
- **Public Right of Ways/City Owned Property**
- **Vacant Parcels**
- **Zoning**

SUMMARY OF WORK TO DATE

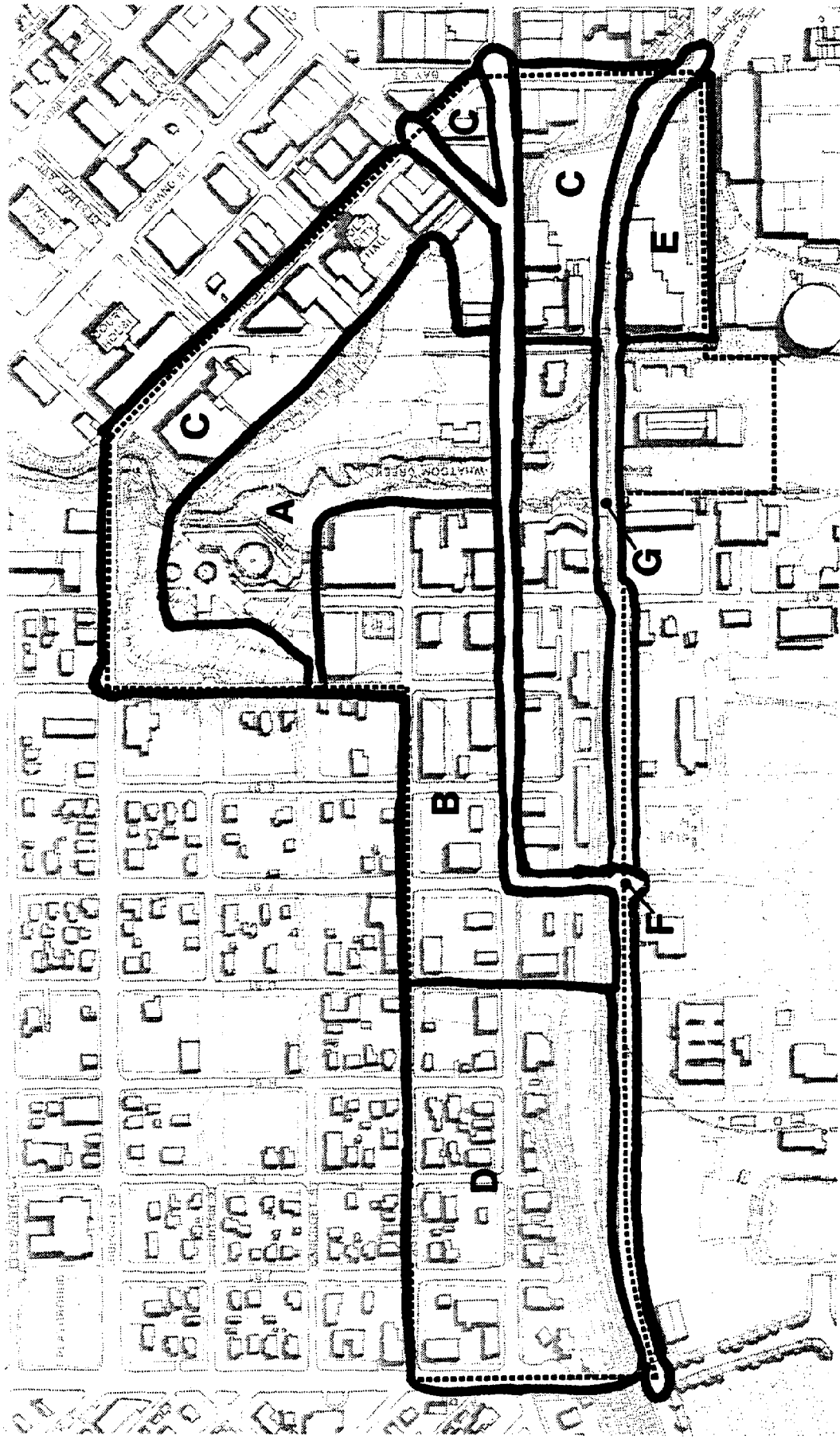
ORGANIZATIONAL CONCEPTS

- **Dispersed Development**
- **Expanded Industrial Core**
- **Expanded C.B.D. Core**
- **Expanded Port/Squalicum Harbor Core**
- **Whatcom Creek As Focus**
- **Linkages and Corridors**
- **Economic Development Incentives**

SUMMARY OF WORK TO DATE

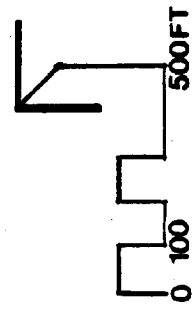
REFINED ALTERNATIVES

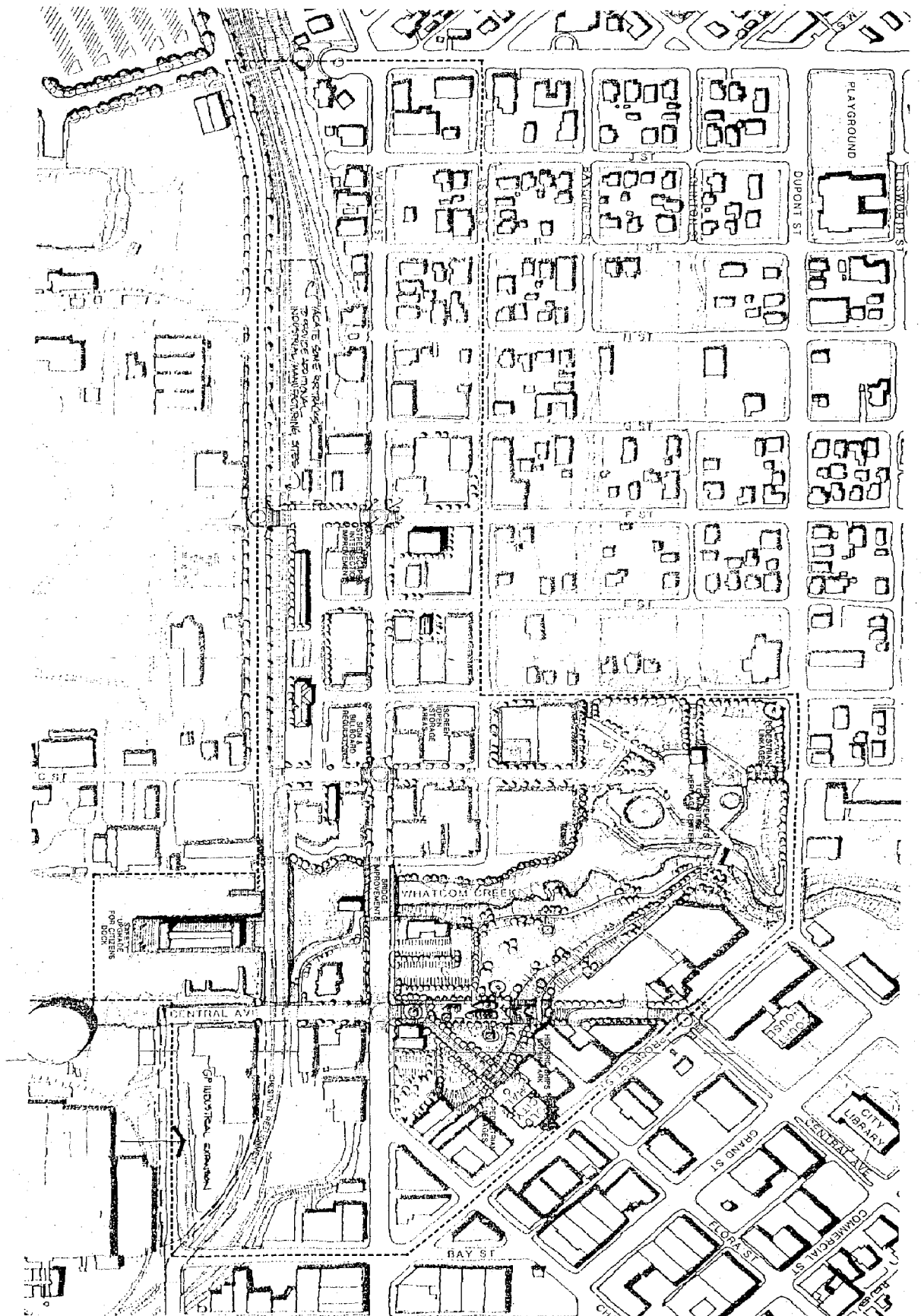
- **Opportunity Areas**
- **Alternative 1: Waterfront Rejuvenation**
- **Alternative 2: Waterfront Catalyst Plus**
- **Alternative 3: Waterfront Renaissance**
- **Alternative 4: Composite**



OPPORTUNITY AREAS
BELLINGHAM CENTRAL WATERFRONT
DEVELOPMENT PLAN

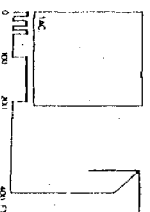
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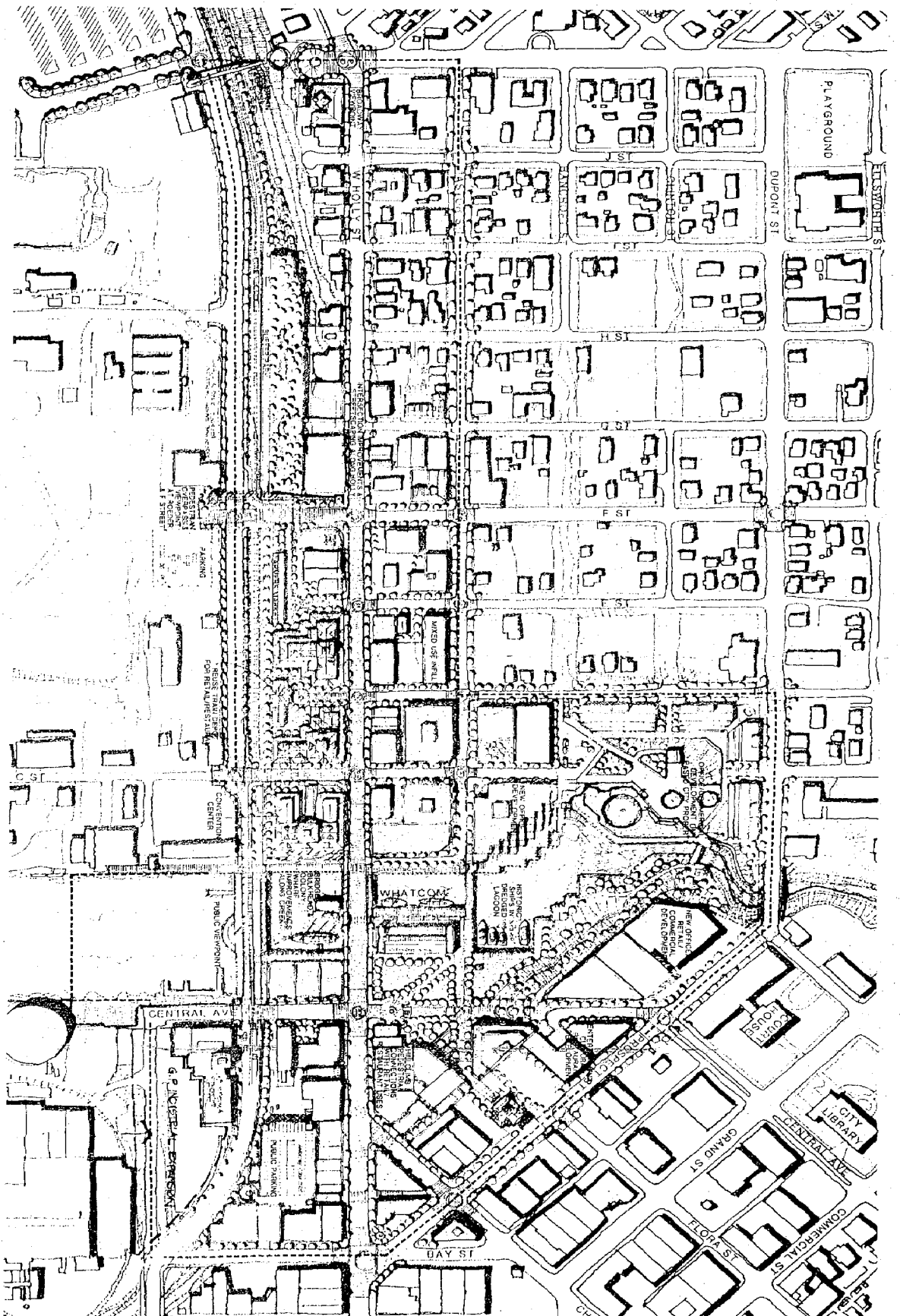




ALTERNATIVE 1: WATERFRONT REJUVENATION BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

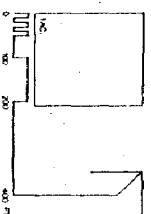
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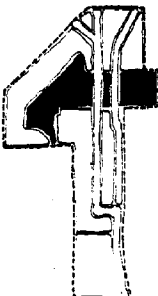
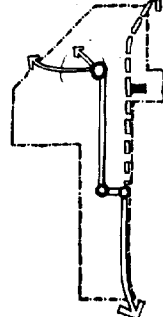
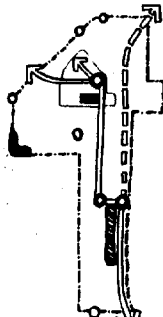
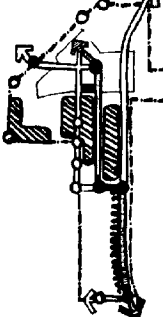
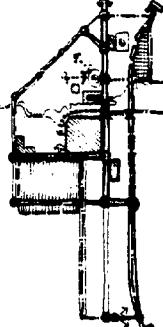
ALTERNATIVE 3: WATERFRONT RENAISSANCE BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



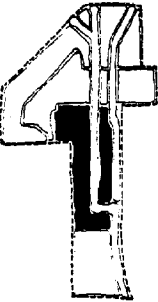
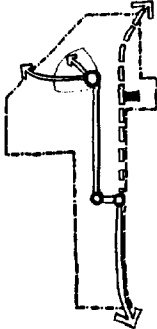
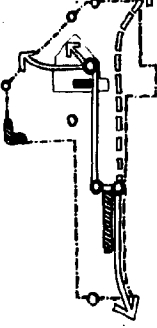
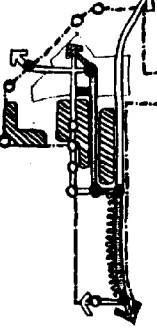
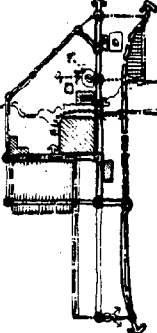
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS	A WHATCOM CREEK FOCUS			
	 ALTERNATIVE 1	 ALTERNATIVE 2	 ALTERNATIVE 3	 ALTERNATIVE 4

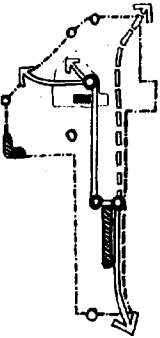
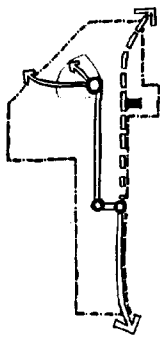
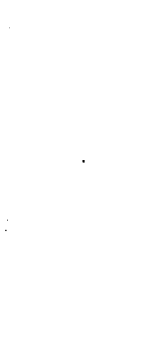
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS B OLD TOWN CORE 	ALTERNATIVE 1 	ALTERNATIVE 2 	ALTERNATIVE 3 	ALTERNATIVE 4 
• Paint-up, fix-up, clean-up with screening of open storage • Zoning changes to stimulate private development • Buffer historic buildings from industrial uses • Enact a sign/billboard ordinance to regulate size/type of signs • Enact minimal maintenance ordinance for older buildings • Use emphasis - mix of light industrial/commercial/retail (reinforcement of existing)	• Zoning changes/design guidelines for improvement of area - flexibility in uses. Emphasis on "old town" architectural style and scale. • Provide for water-related and water-dependent uses within the 200-foot shoreline boundary along Whatcom Creek • Screen industrial areas south of Roeder Street along RR tracks • Enact sign and minimal maintenance ordinances • Improve connections to Maritime Heritage Center along "C" and "D" Streets • Use emphasis - mix of light industrial/commercial/retail	• Zoning changes/design guidelines for continuous building facades along Holly Street. Emphasis on "old town" architectural style and scale. • Pedestrian amenities at street level • Create old town center around train depot - consolidate 3 blocks - develop shops, public market with historical character • Renovate key historical structures • Develop pedestrian overpass from Holly Street over Roeder at "D" Street • Change shoreline programs to allow non-water-dependent/water-related uses within 200 foot boundary along Whatcom Creek • Use emphasis of commercial/retail	• Change waterfront commercial zoning to allow a wider range of non-water related retail uses • Consolidate light manufacturing and industrial properties between creek, "D" Street, Maritime Heritage Center and Holly by street vacations to provide more on-site parking and reduce circulation problems • Close entrance to Maritime Heritage Center at "C" Street • Widen "D" Street to two-way • Screen open storage areas and surface parking lots • Develop design standards to emphasize "old town" architectural style and scale	

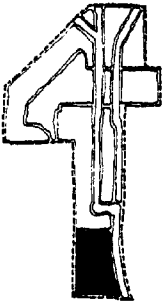
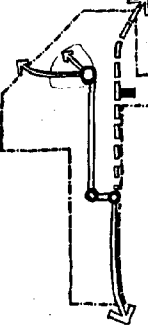
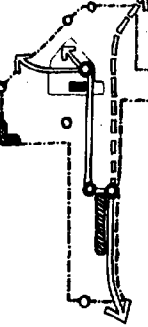
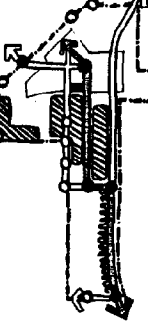
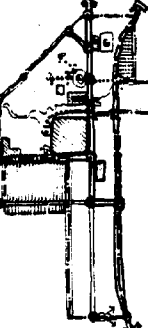
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS C HILLTOP/CBD TRANSITION 	 ALTERNATIVE 1	 ALTERNATIVE 2	 ALTERNATIVE 3	 ALTERNATIVE 4
• Pedestrian linkages to Whatcom Creek • Relocate fire station • Screen surface parking lots from view of park • Improve signage to direct visitors to park, Maritime Heritage Center and trail system • Use emphasis - mix of commercial/governmental/cultural/light industrial south of Holly Street with design review	• Joint public/private building project at Dupont/"D" Streets through ground leases • Relocate fire station and post office • Improve pedestrian linkages to park, Maritime Heritage Center and trail system • Design guidelines for new structures to emphasize "old town" character and scale • Use emphasis - mix commercial/governmental/cultural	• Public parking structure south of Holly Street between Central and Bay Streets • Relocate fire station and post office • Provide for ground leases/sale of upland properties along "C" Street, Dupont and Prospect to stimulate private development • Redevelopment of post office, other hilltop sites • Hill-climb retail along pedestrian linkages at museum and Central Avenue R.O.W. to Prospect Street • Use emphasis - mix of commercial/governmental/cultural	• Develop pedestrian linkages to Maritime Heritage Center • Develop a joint public and private commercial development at corner of Dupont and "D" Streets through the use of ground leases of city-owned property • Develop a parking structure south of Holly between Central and Bay Streets and the Chestnut realignment to be shared between Georgia Pacific and public • Develop new retail storefronts along Holly frontage of parking structure • Intersection improvements at Prospect and Champlain, Central and Lottie, including special paving materials, bollards, lighting, signage and street-scaping	

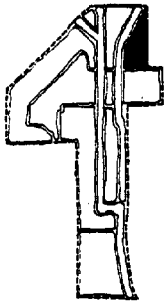
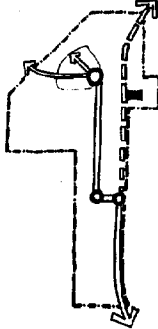
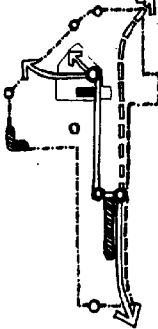
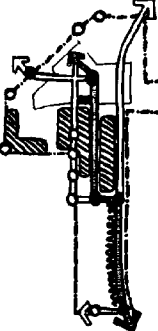
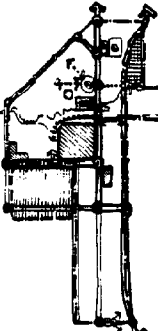
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

D OLD TOWN FRINGE 	ALTERNATIVE 1 	ALTERNATIVE 2 	ALTERNATIVE 3 	ALTERNATIVE 4 
	• Holly Street upgrading with streetscape amenities • Retain existing zoning • Use emphasis - mix of commercial/residential	• Reduce estimated square footage required/unit for multi-family residential • Encourage mixed use - office/residential • Develop public viewpoint at end of Broadway Street • Use emphasis - mix of commercial/residential	• Reduce square foot lots/unit multi-family • Encourage mixed use office/residential/retail • Develop viewpoint at Broadway Street end • Develop pedestrian overpass to/from Broadway viewpoint to Squalicum Harbor over Roeder Avenue • Develop buffer park along Great Northern RR R.O.W. at bottom of bluff between "p" Street and Squalicum Harbor • Rezone of area "p" to commercial/office/retail buffer residential neighborhood transition zone • Street improvements along Holly between "p" Street and Broadway • Use emphasis - mix of commercial/residential	• Buffer railroad switching yards from uphill residential and office use by landscaping • Develop a public viewpoint at Broadway Street end • Establish a new lettered streets neighborhood area 14 with increased residential densities between Astor and Dupont and "p" and mid-block between "p" and "q" Streets. maintain current office densities • Allow for reduced open space requirement in residential development by payment of fees earmarked for Maritime Heritage Center Park improvements • Streetscaping improvements along "p", "p", Astor and Dupont Streets

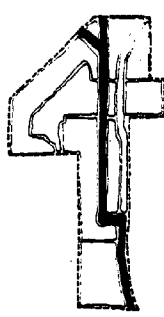
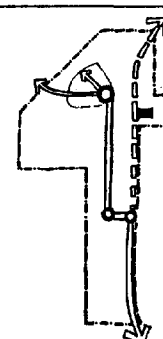
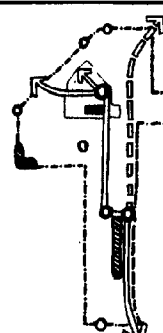
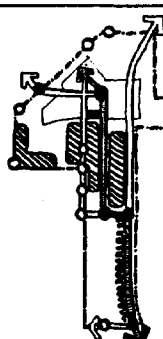
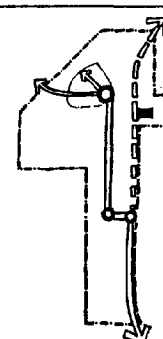
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS E INDUSTRIAL EXPANSION AREA 	 ALTERNATIVE 1	 ALTERNATIVE 2	 ALTERNATIVE 3	 ALTERNATIVE 4
	• Land swap with G.P. for street re-alignment • Encourage heavy industrial development • Vacate Chestnut Street • Use emphasis - heavy industrial	• Screen industrial areas from Holly Street • Vacate Central Avenue south of Roeder and Chestnut Streets • Use emphasis - heavy industrial	• Vacate Chestnut Street • Screen industrial expansion area • Develop G.P. Interpretive Center and Museum in Old Grain Mill Buildings along Central Avenue and Roeder Street • Use emphasis - heavy industrial	• Vacate Chestnut Street and Central Avenue to consolidate property • Screen industrial expansion from Central Business District • Change zoning to heavy industrial

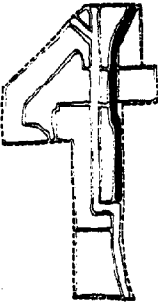
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS F HOLLY/ROEDER STREET CORRIDOR LINKAGE 	 ALTERNATIVE 1	 ALTERNATIVE 2	 ALTERNATIVE 3	 ALTERNATIVE 4
• Continue streetscape improvements from Roeder Street and CBD • Improve/coordinate signage • Special traffic/gateway improvements at "P" Street • Special bridge improvements across Whatcom Creek	• Undergrround utilities • Continue streetscape improvements from Roeder Street and CBD • Design guidelines for coordinated signage, lighting, building development • Traffic plus amenity projects at "P" Street (park) and Whatcom Creek (overlook) • Right turn lanes at Holly, Roeder and "P" Streets	• Undergrround utilities • Right turn islands at Holly and Roeder and "P" Streets; use island for public art work depicting unique Bellingham theme from history such as "4th of July 1883" • Continue street scape improvements • Additional intersection improvements at Roeder and Holly Streets at "C" Street as secondary linkage between CBD, Squalicum Harbor and Maritime Heritage Center • Improve "gateway" image of Holly Street bridge over Whatcom Creek with banners, overlooks, etc. • Intersection improvements at Holly and Prospect, Bay, "C," "D," "E," "F," and Roeder and "C" and "P" Streets and at Tom Glenn Drive at Squalicum Harbor	• Develop intersection improvements including special paving materials, bollards, special lighting standards with banners, and streetscaping, along the length of Holly between CBD and Broadway • Intersection improvements at Holly and Broadway, "P," "F," Central Avenue, Champion Street, and Bay and Roeder, "F" Street, and Tom Glenn Drive • Undergrround utilities between "P" Astreet and Bay along Holly • Encourage visual screens along southeast side of Roeder to block industrial areas from view	

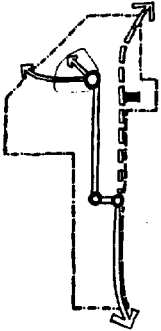
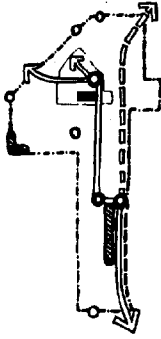
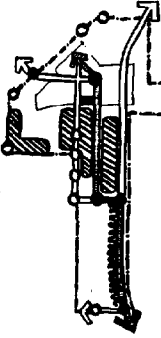
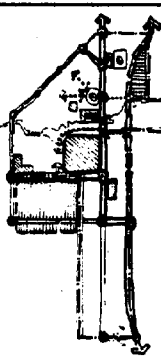
DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
G ROEDER/CHESTNUT STREET REALIGNMENT 	• Re-align Chestnut Street • Designated truck route allowing access to heavy industry	• Re-align Chestnut Street • Designated truck route allowing access to heavy industry • Iron fences along RR tracks and Roeder Street to visually screen area	• Re-align Chestnut Street • Designated truck route allowing access to heavy industry • Iron fences along RR tracks and Roeder to visually screen area • Intersection improvements at "C" Street and Roeder Street as secondary linkage to Holly Street and to define RR Depot block redevelopment area • Develop overlook on Roeder Bridge at Whatcom Creek waterway • Improve "gateway" image of Roeder Bridge at Whatcom Creek	• Realign Chestnut Street • Designated truck route allowing access for heavy industry • Screen industrial areas from view at Holly • Make necessary roadway improvements to Roeder Street and bridge to improve traffic circulation

DESCRIPTION OF ALTERNATIVES

Bellingham Central Waterfront Development Plan

OPPORTUNITY AREAS				
ECONOMIC FEASIBILITY/ FUNDING SOURCES	• Level development/improvements in line with current/forecast market conditions (market responsive) • Low level or capital investment required • Infrastructure funding sources: - CERBB - Public infrastructure trust program - EDA - Title I - GO Bonds	• Level development/improvements in line with current/forecast market conditions (market responsive) • Moderate level of capital investment required • Infrastructure funding sources: - CERBB - Public infrastructure trust program - EDA - Title I - GO Bonds • Funding required for rehab/reconstruction/relocation of citizen dock (public/private sector)	• Speculative development versus market driven • High level of capital investment required • Funding sources (public/private) - UDMG - SBA loans - Block grants/loans - Private sector (equity/debt) - Public sector (local governments)	• Level of development/improvements in line with current forecast market conditions • Moderate level of capital investment required • Funding sources could include use of city-owned property through ground leases and "development fees" paid in lieu of open space and sale of vacated street right-of-ways to produce capital • Interagency commission for outdoor recreation as possible park and Citizen Dock funding source

Evaluation of the Alternatives

EVALUATION CRITERIA

- **Land Use Compatibility**
- **Linkages and Water Access**
- **Environmental Quality Improvement**
- **Economic Growth and Feasibility**
- **Ease of Implementation**
- **Public/Private Acceptance**

EVALUATION CRITERIA

LAND USE COMPATIBILITY

- **Historic Preservation**
- **Development of Amenities and Open Space**
- **Compatibility with Heavy Industrial Uses and Residential Areas**
- **Whatcom Creek Waterway Emphasis**
- **Mitigation of Potential Conflicts/Liabilities**
- **Protection and Enhancement of Existing Uses**

EVALUATION CRITERIA

LINKAGES AND WATER ACCESS

- **Increase of Public Access to Waterfront**
- **Improved Access Between Squalicum Harbor and C.B.D.**
- **Improved Access Between Lettered Street Neighborhood and Maritime Heritage Center**
- **Improved Vehicular Access on Roeder and Holly Streets**
- **Improved Access to Maritime Heritage Center**

EVALUATION CRITERIA

ENVIRONMENTAL QUALITY IMPROVEMENT

- **Improved Visual Quality of Streetscape**
- **Improved Pedestrian Experience within Area**
- **Nuisances Controlled**
- **Improved Image and Identity**
- **Improved Security and Safety**
- **Improved Maritime Heritage Center Development**

EVALUATION CRITERIA

ECONOMIC GROWTH AND FEASIBILITY

- **Fiscal Impact to the City**
- **Fiscal Impact to Private Sector**
- **Encouragement of Private Investment**
- **Protection and Enhancement of Existing Businesses**
- **Potential Funding Sources**

EVALUATION CRITERIA

EASE OF IMPLEMENTATION

- **Flexibility in Phasing**
- **Regulatory Change Necessary**
- **Equity**
- **Consistency with Existing Plans and Regulations**

EVALUATION CRITERIA

PUBLIC/PRIVATE ACCEPTANCE

- **Public/Political Acceptance**
- **Flexibility in Land Use**
- **Relationship to Residential Neighborhoods**

EVALUATION OF THE ALTERNATIVES

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
LAND USE COMPATIBILITY HISTORIC PRESERVATION DEVELOPMENT OF AMENITIES AND OPEN SPACE COMPATIBILITY WITH HEAVY INDUSTRIAL USES AND RESIDENTIAL AREAS WHATCOM CREEK WATERWAY EMPHASIS MITIGATION OF POTENTIAL CONFLICTS/LIABILITIES	• Citizen's Dock remains within Whatcom Creek waterway - limits industrial uses • Land use emphasis remains light industrial/light manufacturing • Limited improvements to Maritime Heritage Park; little change in amenities • Conflicts between manufacturing/industrial users and Maritime Heritage Center - access	• Citizen's Dock relocated and renovated - opens waterway • Major new amenities and open space • High level of compatibility due to mix of land uses • Increased water dependent/marine industry use of Whatcom Creek waterway • Relocation of Citizen's Dock mitigates potential liabilities/conflicts and enhances existing uses	• Citizen's Dock relocated and renovated; railroad depot renovated for commercial use • Smaller urban park, more extensive waterfront promenade • Intensive commercial uses may be incompatible with industrial uses • Marine industrial uses of Whatcom Creek waterway • Displacement of existing uses	• Citizen's Dock relocated and renovated within Maritime Heritage Center park as public open air pavilion and public view point • Mix of land uses compatible with industrial and residential areas • Marine industrial emphasis of Whatcom Creek waterway • Consolidation of light industrial - manufacturing uses between "p" and "r" Streets, Holly and Maritime Heritage Center mitigates potential impacts and project uses
LINKAGES AND WATER ACCESS INCREASE OF PUBLIC ACCESS TO WATERFRONT IMPROVED ACCESS BETWEEN SQUALICUM HARBOR AND CBD IMPROVED ACCESS BETWEEN LETTERED STREETS NEIGHBORHOOD AND MARITIME HERITAGE CENTER IMPROVED VEHICULAR MOVEMENT ON ROUGH AND HOLLY STREETS IMPROVED ACCESS TO MARITIME HERITAGE CENTER	• Public access to waterfront along creek limited to Maritime Heritage Center park improvements • Limited improvements to Roeder and Holly provides somewhat improved circulation between C.B.D. and Squalicum Harbor • Somewhat improved access to Maritime Heritage Center along "C" street	• Increased public access to waterfront within park • Improved circulation between C.B.D. and Squalicum Harbor with right turn lanes at "p" Street, Roeder and Holly • Improved access to Maritime Heritage Center through new development at Dupont and "p" Street and improved access at "C" Street	• Extensive waterfront access • Improved vehicular and pedestrian movement between Squalicum Harbor, C.B.D. and Lettered Streets • Extensive street improvements, signage and signalization	• Waterfront promenade and public viewpoint along creek provide public access • Improved pedestrian and vehicular movement between Squalicum Harbor and C.B.D. - with improvements at "p", Holly, and Roeder • New entrance to Maritime Heritage Center at "p" Street • Improved access to Lettered Streets Neighborhood from Maritime Heritage Center with public/private development at Dupont and "p" Streets

EVALUATION OF THE ALTERNATIVES

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
ENVIRONMENTAL QUALITY IMPROVEMENT IMPROVED VISUAL QUALITY OF STREETSCAPE NUISANCES CONTROLLED IMPROVED IMAGE AND IDENTITY IMPROVED SECURITY AND SAFETY IMPROVED MARITIME HERITAGE CENTER DEVELOPMENT	• Sign and billboard regulations improve visual quality • Limited improvement to pedestrian access along Holly and within Maritime Heritage Center park • Low potential for nuisance complaints due to industrial image and use • Improvements limited to paint-up/fix-up solutions - some environmental quality improvement	• Improved image and identity with streetscaping along Holly Street and mix of land uses • Improved pedestrian linkages between park and C.B.D. and along Holly • Relocation of Citizen's Dock and mix of land uses reduces potential for nuisances/liabilities • Improved vehicular and pedestrian safety along Holly, Roeder and "C" Streets	• Extensive streetscaping and pedestrian improvements to improve image, identity, security and safety • Industrial uses isolated southeast of Roeder Street to control nuisances • Waterfront center development around railroad depot enhances images of "old town"	• Streetscape improvements along Holly, Astor, Roeder, "B" and "C" Streets - improve identity and pedestrian experience • "Gateway" improvement to Holly Street bridge to enhance sense of entry to area • Extensive pedestrian improvement along creek and within park • Consolidation of light industrial/manufacturing uses between "B", "C" and Holly Streets and the Maritime Heritage Center to control nuisances and improve security and safety • Maritime Interpretive Center within Maritime Heritage Center park

EVALUATION OF THE ALTERNATIVES

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
ECONOMIC GROWTH AND FEASIBILITY FISCAL IMPACT TO THE CITY FISCAL IMPACT TO PRIVATE SECTOR ENCOURAGEMENT OF PRIVATE INVESTMENT PROTECTION AND ENHANCEMENT OF EXISTING BUSINESSES POTENTIAL FUNDING SOURCES	- Area would remain predominately industrial and manufacturing in use - little incentive for economic growth or change - Low level of capital investment - Existing businesses would remain - Potential Funding Sources (Local, State, Federal) - GO Bonds - CRRB - Public Infrastructure Trust Program - EDA-Title I - IAC - Market Responsive	- Joint public/private commercial development provides positive fiscal impact to city (ground leases) and incentives to private investment - Amenities encourage investment - Mix of land uses allows for existing businesses - Potential Funding Sources (Local, State, Federal) - GO Bonds - CRRB - Public Infrastructure Trust Program - EDA-Title I - IAC - IDMG - SEA Loans - Block Grants/Loans - Private Sector (Equity/Debt) - Public Sector (Local Governments) - Market Responsive	- Waterfront center development around railroad depot major retail commercial development - increase in revenues - Substantial public/private development would provide incentives for private investment albeit speculative vs. market driven - Displacement of some existing businesses - Potential Funding Sources (Local, State, Federal) - GO Bonds - CRRB - Public Infrastructure Trust Program - EDA-Title I - IAC - IDMG - SEA Loans - Block Grants/Loans - Private Sector (Equity/Debt) - Public Sector (Local Governments) - Speculative	- Joint public/private commercial development positive fiscal impact to city (ground leases) and incentive to private sector - Amenities encourage investment - Mix of land uses protect existing businesses and allow for new - Potential Funding Sources (Local, State, Federal) - GO Bonds - CRRB - Public Infrastructure Trust Program - EDA-Title I - IAC - IDMG - SEA Loans - Block Grants/Loans - Private Sector (Equity/Debt) - Public Sector (Local Governments) - Market Responsive
EASE OF IMPLEMENTATION FLEXIBILITY IN PHASING REGULATORY CHANGE NECESSARY EQUITY CONSISTENCY WITH EXISTING PLANS AND REGULATIONS	- Limited improvements would require simple phasing - Zoning and Comprehensive Plan revisions required to bring existing uses into conformance - Inconsistent with existing zoning and shoreline plans and regulations	- Flexible phasing - Zoning and Comprehensive Plan amendments necessary to allow wider range of retail uses in waterfront Commercial - Land use emphasis consistent with Bellingham Plan goals	- Phasing somewhat less flexible due to the intensity of re-development - Rezoning and Shoreline Program revisions required - Amount of public/private development may raise questions of equity and competition with private sector	- Flexible phasing of projects - Zoning and Comprehensive Plan amendments necessary for more retail uses - Limited public/private development does not compete with private sector - Uses consistent with Bellingham Plan goals

EVALUATION OF THE ALTERNATIVES

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
PUBLIC/PRIVATE ACCEPTANCE PUBLIC/POLITICAL ACCEPTANCE FLEXIBILITY IN LAND USE RELATIONSHIP TO RESIDENTIAL NEIGHBORHOODS	• High acceptance due to minimal level of change (no action plus) • Little flexibility in land use • Industrial/manufacturing uses would continue to adversely impact residential areas uphill	• High level of public/private acceptance due to mix of land uses, public amenities provided and public/private partnership • Mix of land uses provides flexibility • Mix of land uses compatible with residential neighborhoods	• Difficult public and political acceptance due to intense level of speculative change, capital costs and potential incompatibility with industrial uses • Increased retail/commercial activities could adversely impact residential neighborhoods • People intensify conflicts with industry	• High level of public acceptance due to mix of land uses, public amenities provided and public/private partnership • Increased flexibility in land use with zoning changes • Increased residential densities would provide incentives for new residential development uphill
SUMMARY EVALUATION	• Fair land use compatibility • Minimal level of improved linkages and waterfront access • Some environmental quality upgrades • Low level of economic growth; low level of capital investment; market responsive • Requires low level of implementation mechanisms and monitoring • Moderately high level of public acceptance due to lack of significant change	• Good land use compatibility • Moderate level of improved linkages and waterfront access • Moderate level of economic growth; moderate level of capital investment; market responsive • Requires moderate level of implementation mechanisms and monitoring • Moderately high level of public acceptance because of land uses and amenities	• Moderate land use compatibility • Extensive linkage and waterfront access improvements • High level of environmental quality • Speculative level of economic growth; high level of capital investment; not market responsive • Requires high level of implementation mechanisms and monitoring • Moderate level of public acceptance due to extensive/speculative capital investment	• Good land use compatibility • Extensive linkage and waterfront access • Moderate to high level of environmental quality • Moderate level of economic growth; moderately high level of capital investment; market responsive • Requires moderate level of implementation mechanisms and monitoring • High level of public acceptance due to mix of amenities, and level of capital investment
	RANK: 3rd	RANK: 2nd	RANK: 4th	RANK: 1st

EVALUATION OF THE ALTERNATIVES

High  Moderate  Low 

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
Land Use Compatibility				
Linkages and Water Access				
Environmental Quality Improvement				
Economic Growth and Feasibility				
Ease of Implementation				
Public/Private Acceptance				
Summary valuation				

RECOMMENDATIONS

RANKING OF ALTERNATIVES

First Alternative 4: Composite

**Second Alternative 2: Waterfront Catalyst
Plan**

**Third Alternative 1: Waterfront
Rejuvenation**

**Fourth Alternative 3: Waterfront
Renissance**

Preliminary Recommendations

RECOMMENDATIONS

Alternative 4: Composite is the Recommended Development Plan for the Bellingham Central Waterfront

1. Framework Plan

Land Use and Circulation

- Influence Area**
- Target Area**

2. Design Policies

3. Improvement Projects

RECOMMENDATIONS

1. FRAMEWORK PLAN

Influence Area

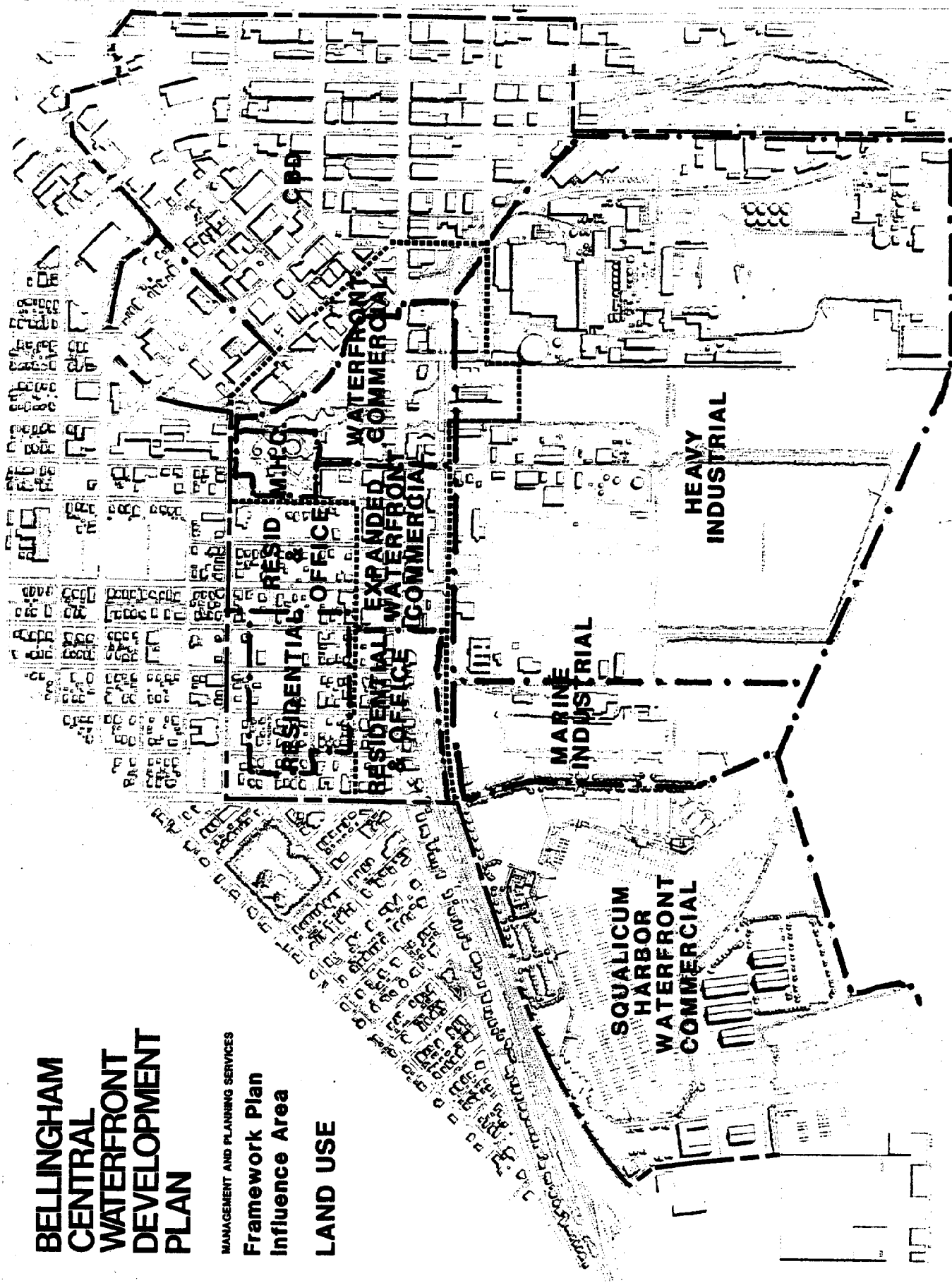
- **Provide a Comprehensive and Coherent Plan That Links the CBD, the Central Waterfront, and Squalicum Harbor**
- **Protect and Enhance the Lettered Streets Residential Areas from Potential Nuisances**
- **Protect and Enhance Industrial Users**
- **Encourage Economic Growth and Employment Opportunities Within the Influence Area**
- **Enhance the Environmental Quality Throughout the Influence Area**

BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES

Framework Plan
Influence Area

LAND USE

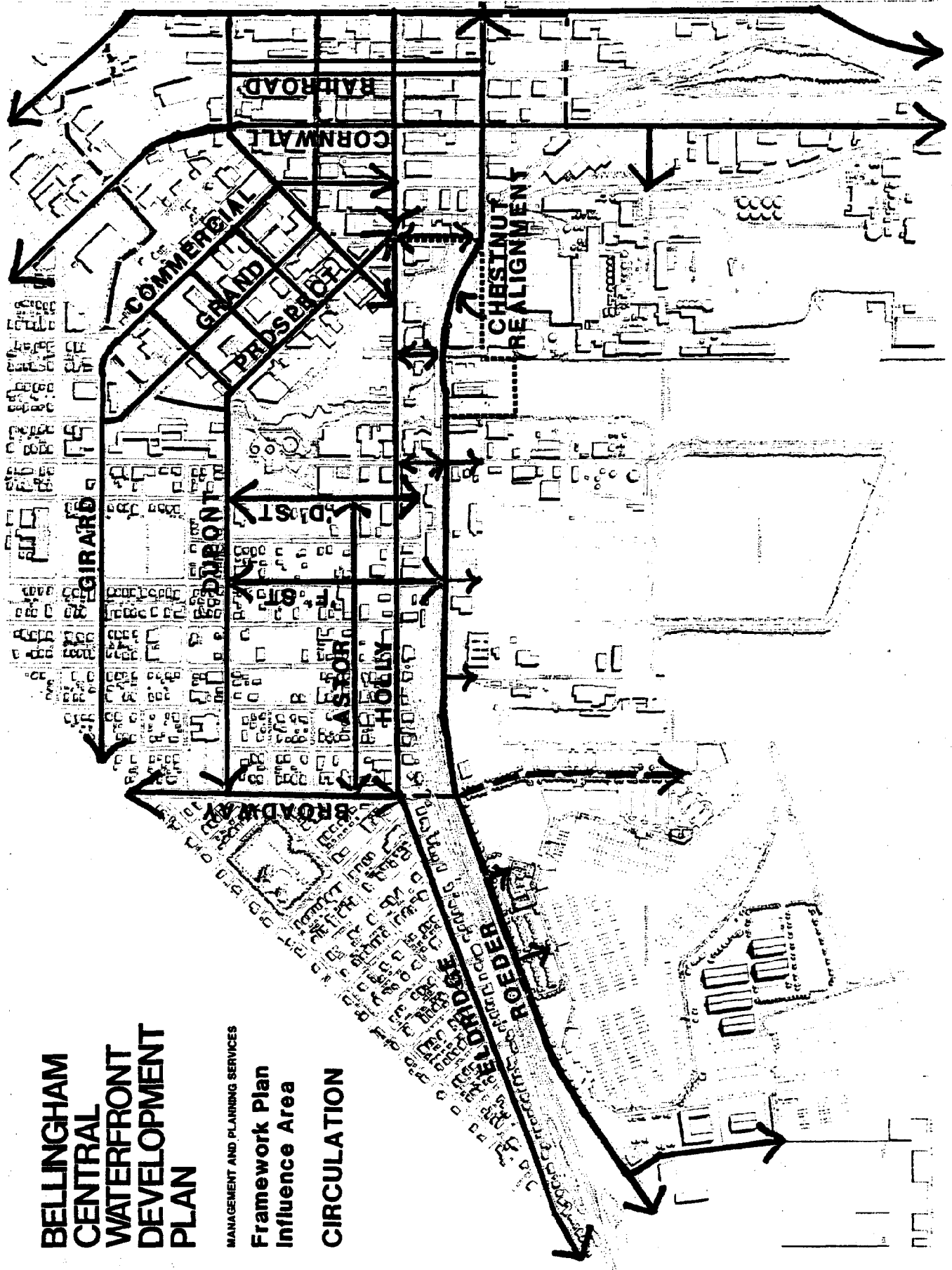


BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES

Framework Plan
Influence Area

CIRCULATION

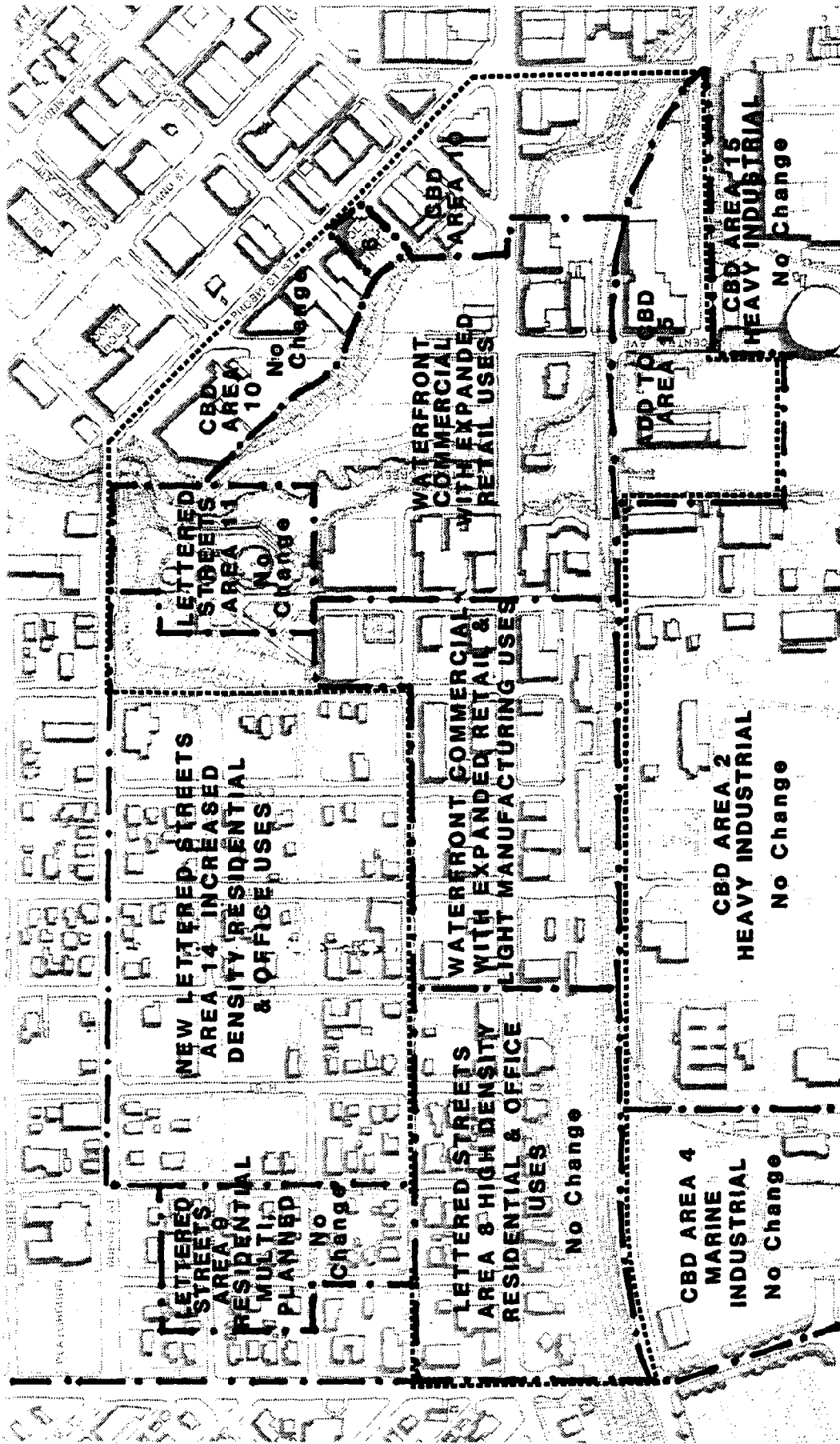


RECOMMENDATIONS

1. FRAMEWORK PLAN

Target Area:

- **Change Land Use Designations as Necessary to Allow Broader Range of Uses**
- **Use Capital Improvements/Amenities as Incentives for Economic Growth**
- **Improve Public Access to Waterfront**
- **Improve Vehicular and Pedestrian Access Between CBD and Squalicum Harbor Through Target Area**
- **Improve Overall Environment Quality of Area**
- **Protect and Enhance Established Businesses and Avoid Displacement and Nuisances**
- **Promote the Historical, Cultural, and Environmental Legacy of the Area**

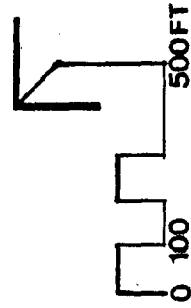


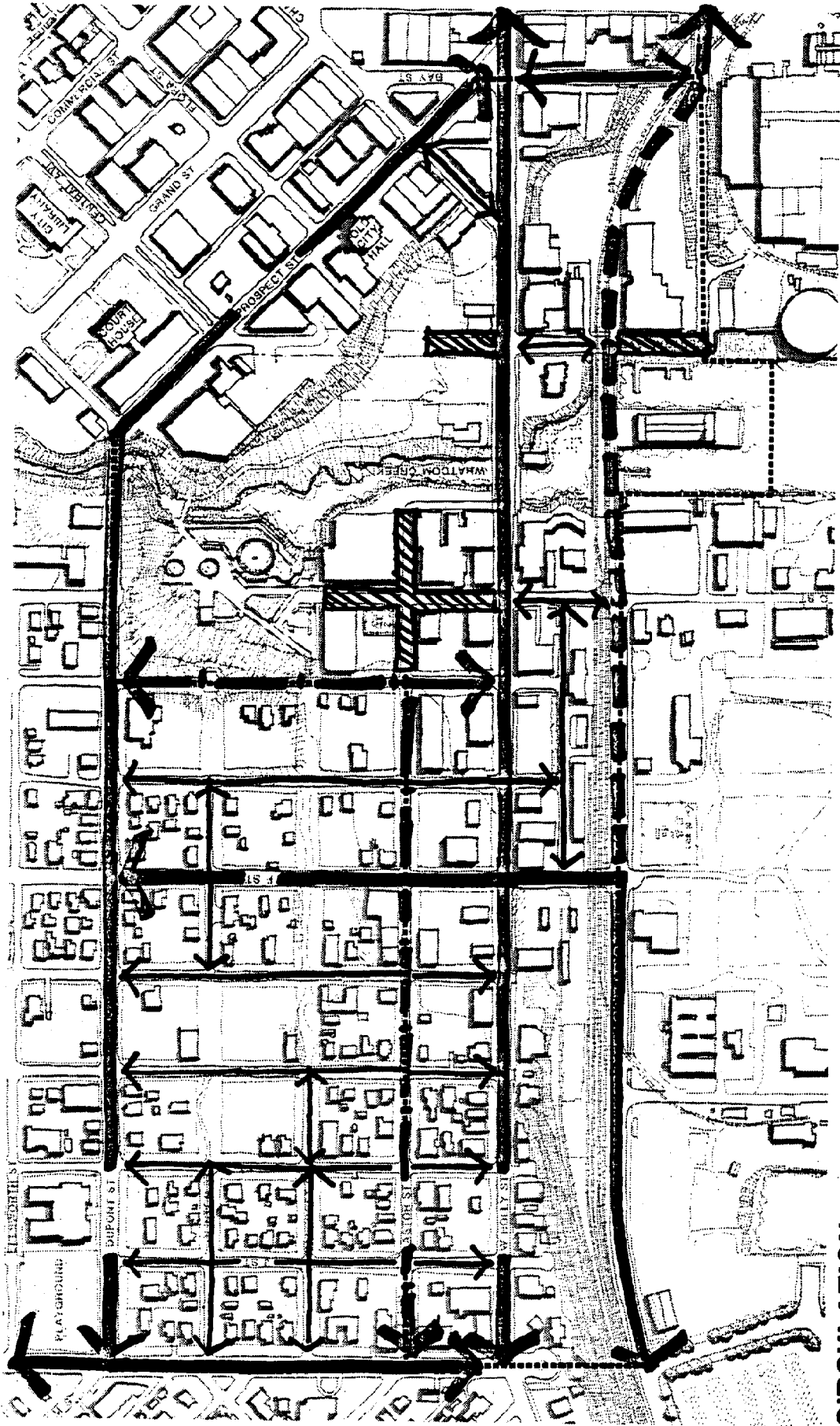
LAND USE

Framework Plan Target Area

BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

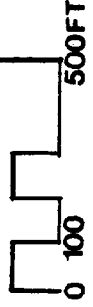
MANAGEMENT AND PLANNING SERVICES





LEGEND:

- Major Arterials
- Secondary Arterial
- Truck Route
- Local Collector
- Vacated Street

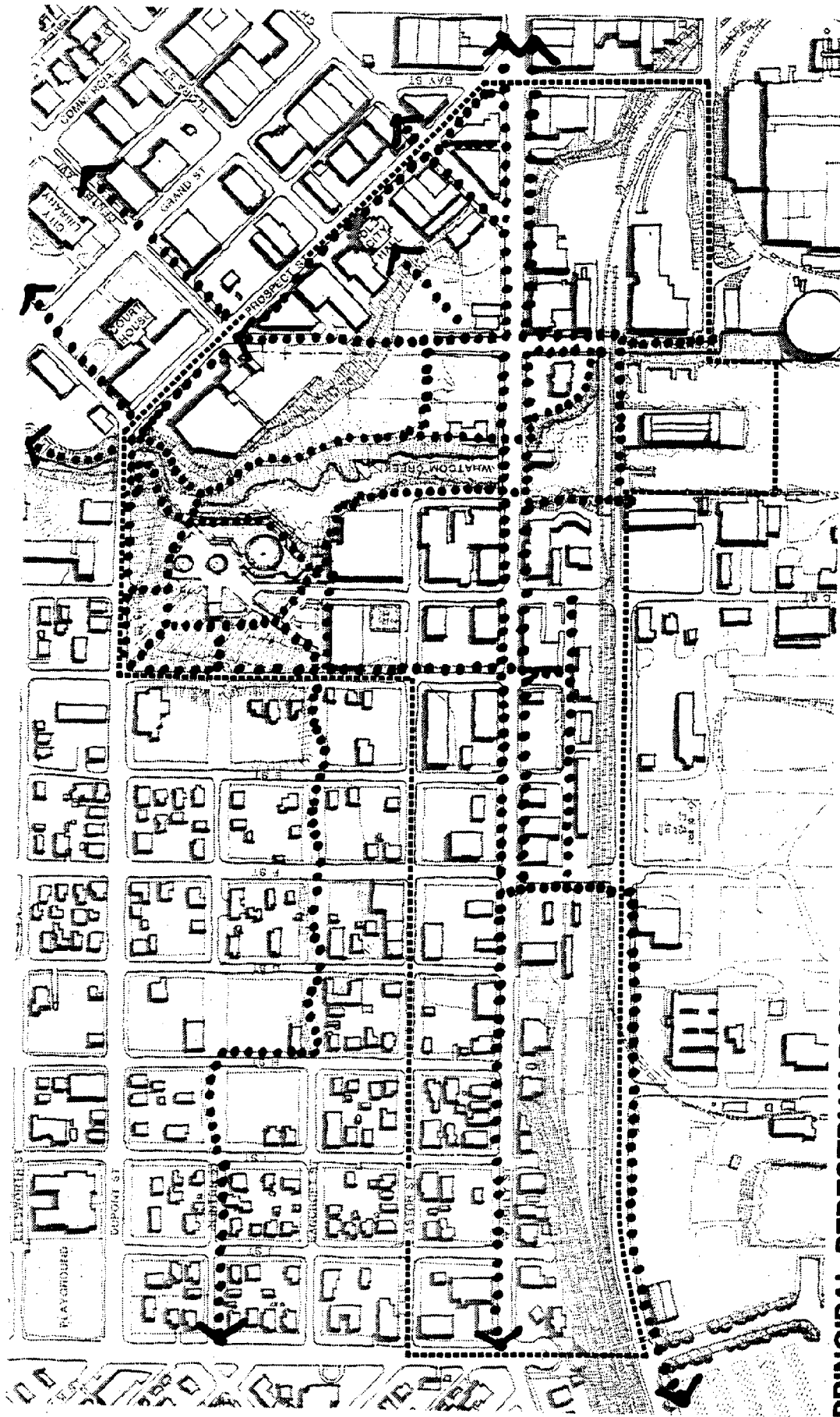


CIRCULATION

Framework Plan Target Area

**BELLINGHAM CENTRAL WATERFRONT
DEVELOPMENT PLAN**

MANAGEMENT AND PLANNING SERVICES

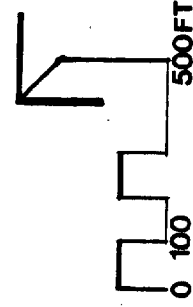


PRINCIPAL PEDESTRIAN ROUTES

Framework Plan Target Area

BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



RECOMMENDATIONS

2. DESIGN POLICIES

- **Land Use**
- **Scale/Intensity**
- **Circulation Systems**
- **Parking**
- **Landscaping**
- **Signage & Lighting**
- **Utilities**
- **Architectural Design**
- **District Edges/Influence Area**

DESIGN POLICIES

LAND USE AND SCALE/INTENSITY BY OPPORTUNITY AREAS

- **Whatcom Creek Focus**
- **Old Town Core**
- **Hilltop/CBD Transition**
- **Old Town Fringe**
- **Industrial Expansion Area**
- **Holly/Roeder Street Corridor/Linkage**
- **Roeder/Chestnut Street Realignment**

CIRCULATION SYSTEMS

- **Vehicular Movement**
- **Service/Truck Routes**
- **Pedestrian**
- **Transit**
- **Waterborne**

PARKING

LANDSCAPING

DESIGN POLICIES

SIGNAGE AND LIGHTING

UTILITIES

ARCHITECTURAL DESIGN

- **Theme: Old Town**
- **Materials**
- **Color**
- **Quality**
- **Historic Preservation**

DISTRICT EDGES/INFLUENCE AREA

- **Lettered Streets**
- **CBD/Government Center**
- **Squalicum Harbor**
- **Georgia Pacific**

RECOMMENDATIONS

3. IMPROVEMENT PROJECTS

LAND USE/DEVELOPMENT PROJECTS

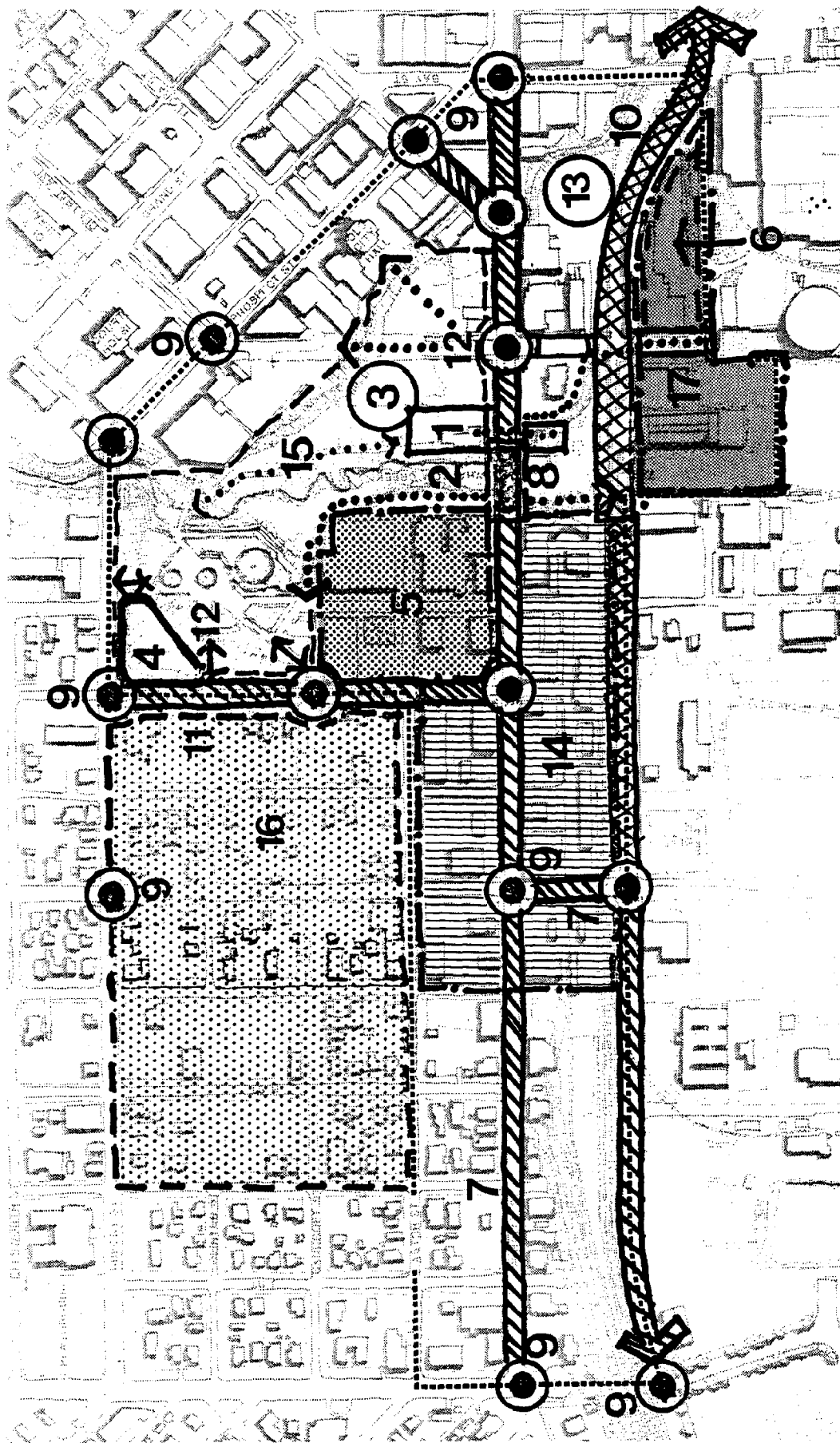
- 1. Citizens Dock Relocation and Rehabilitation**
- 2. Public Waterfront Access**
- 3. Maritime Interpretive Center**
- 4. Public/Private Development Projects**
- 5. Consolidated Development Area**
- 6. Heavy Industrial Expansion**

CIRCULATION/PARKING PROJECTS

- 7. Holly/Roeder Streetscape**
- 8. Holly St Bridge and Gateway**
- 9. Intersection Improvements**
- 10. Chestnut/Roeder Realignment**
- 11. D Street Improvements**
- 12. Upland Pedestrian Linkages**
- 13. Parking**

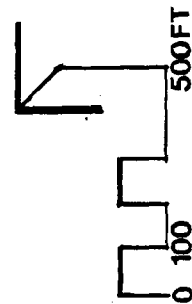
BELLINGHAM PLAN/ZONING ACTIONS

- 14. Lettered Street Area 10**
- 15. Lettered Streets Area 11**
- 16. Lettered Streets New Area 14**
- 17. CBD Area 15**



IMPROVEMENT PROJECTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



RECOMMENDATIONS

IMPROVEMENT PROJECTS

Citizen's Dock

- **Save it and Move it North of Holly into Maritime Heritage Center Park**
- **Renovate as an Open Air Pavilion**
- **Reduce Size if Necessary**

Whatcom Creek Waterway

- **Increased Water-Dependent Marine Industrial Useage**
- **Barge Staging, Tugs, Intensive Waterborne Traffic**
- **Retain Existing Transient Moorage and Sea Plane Activities**

IMPROVEMENT PROJECTS

Holly Street Bridge Gateway

- **Front Citizen's Dock on to Holly**
- **Develop a Viewpoint with Observation Platform Across Holly on City Property**
- **Use Banners and Old Light Standards on Bridge to Enhance Sense of Gateway**
- **Use Special Paving Materials and Signage to Improve Pedestrian Crossing**

Old Town Core

- **Consolidate Industrial and Manufacturing Properties Between Creek and 'D' Streets and Holly and Maritime Heritage Center**
- **Make 'D' Street Two Way**
- **Improve Intersections at 'D' and 'F' Streets Along Holly and Roeder and 'F' Streets**
- **Streetscape 'D' Street as Buffer to Industrial/Manufacturing Uses**
- **Change Zoning to Allow Non-Water Related Retail Uses**

IMPROVEMENT PROJECTS

Hilltop CBD Transition Area

- **Entertainment and Cultural Activities**
- **Structured Parking Garage with Retail Frontages Along Holly as Buffer**
- **Joint Public/Private Development at Dupont and 'D' Streets**

Lettered Street New Area 14

- **Increase Residential Densities**
- **Maintain Office Densities**

Whatcom Creek Focus

- **Continue Park Improvements and Provide Interpretive Center**

IMPROVEMENT PROJECTS

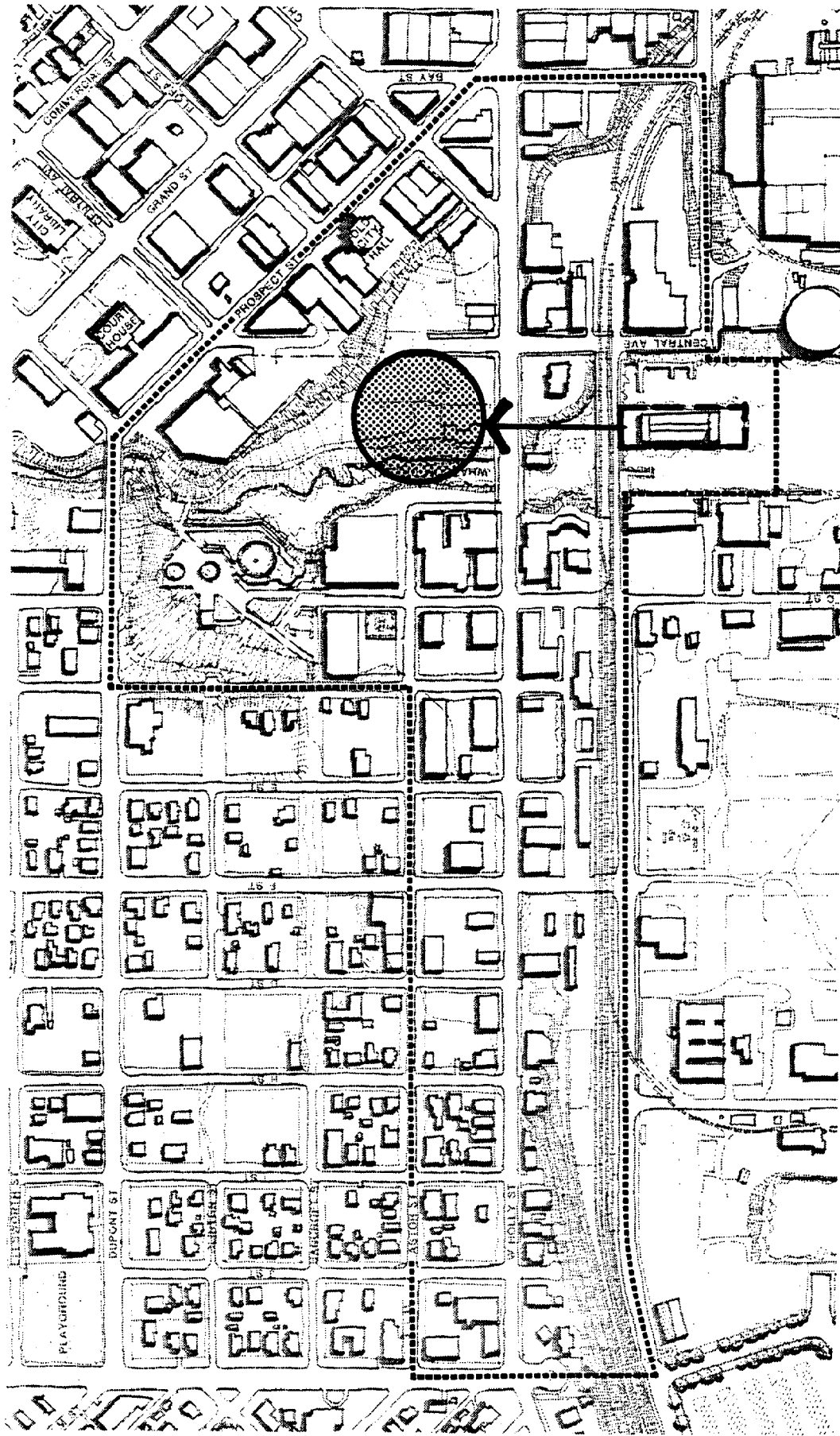
Holly/Roeder/'F' Street Corridor

- **Widen Curb Return Radii to Maximum**
- **Provide Smoother Track Crossing at Roeder and 'F' Street**
- **New Signage and Signals**
- **Streetscaping and Special Paving**

Industrial Expansion Area E

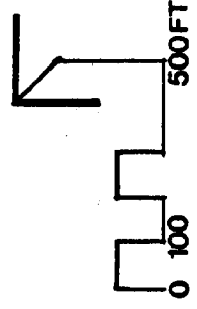
- **Change Zoning to Heavy Industrial**
- **Buffer Industrial Expansion from CBD**
- **Allow for Public Access Along Portion of Vacated Central Avenue to Serve Transient Moorage and Seaplane Activities**

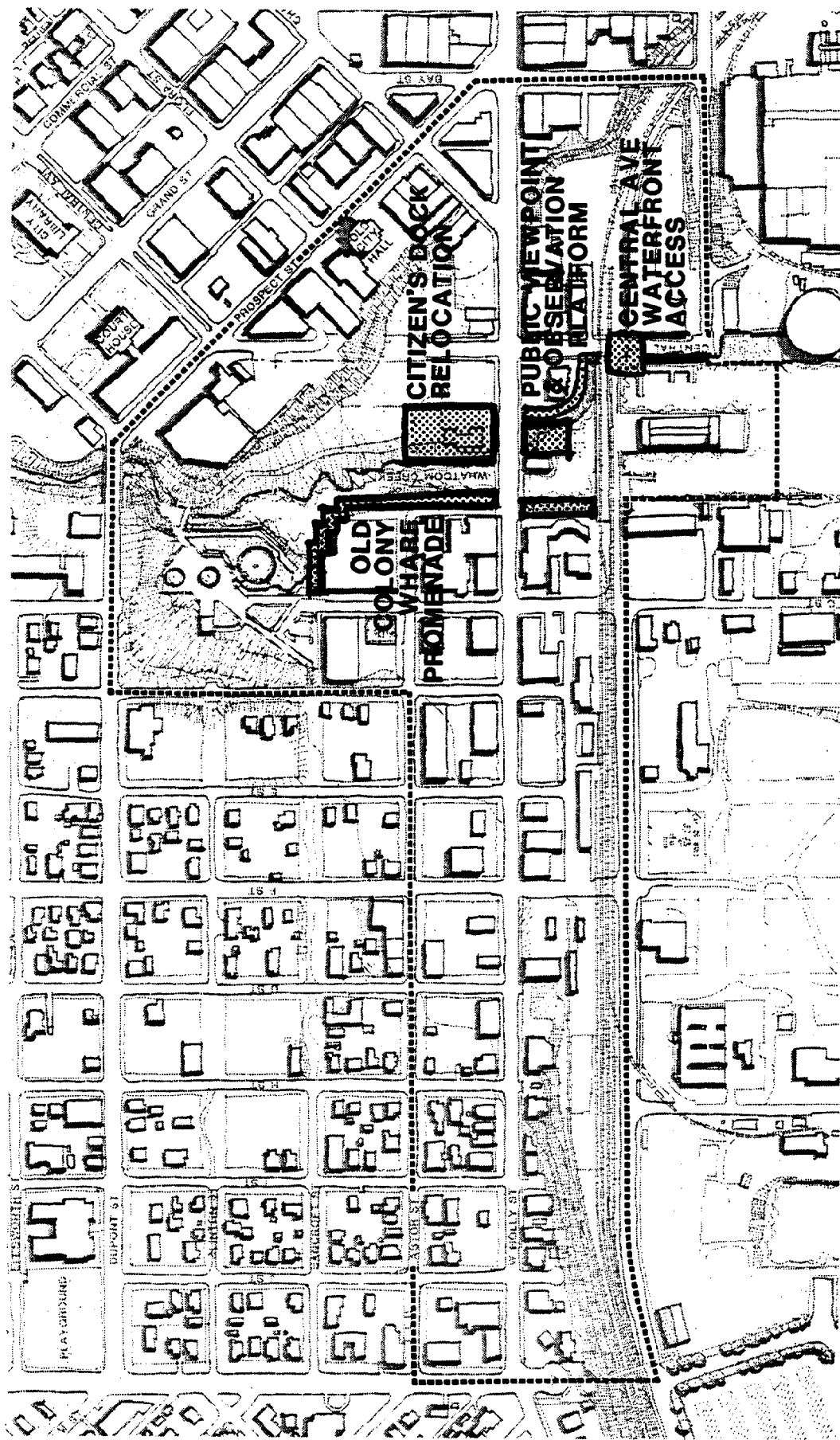
Develop Design Policies for Target Area



1. CITIZEN'S DOCK RELOCATION & REHABILITATION BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

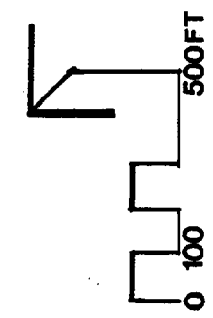
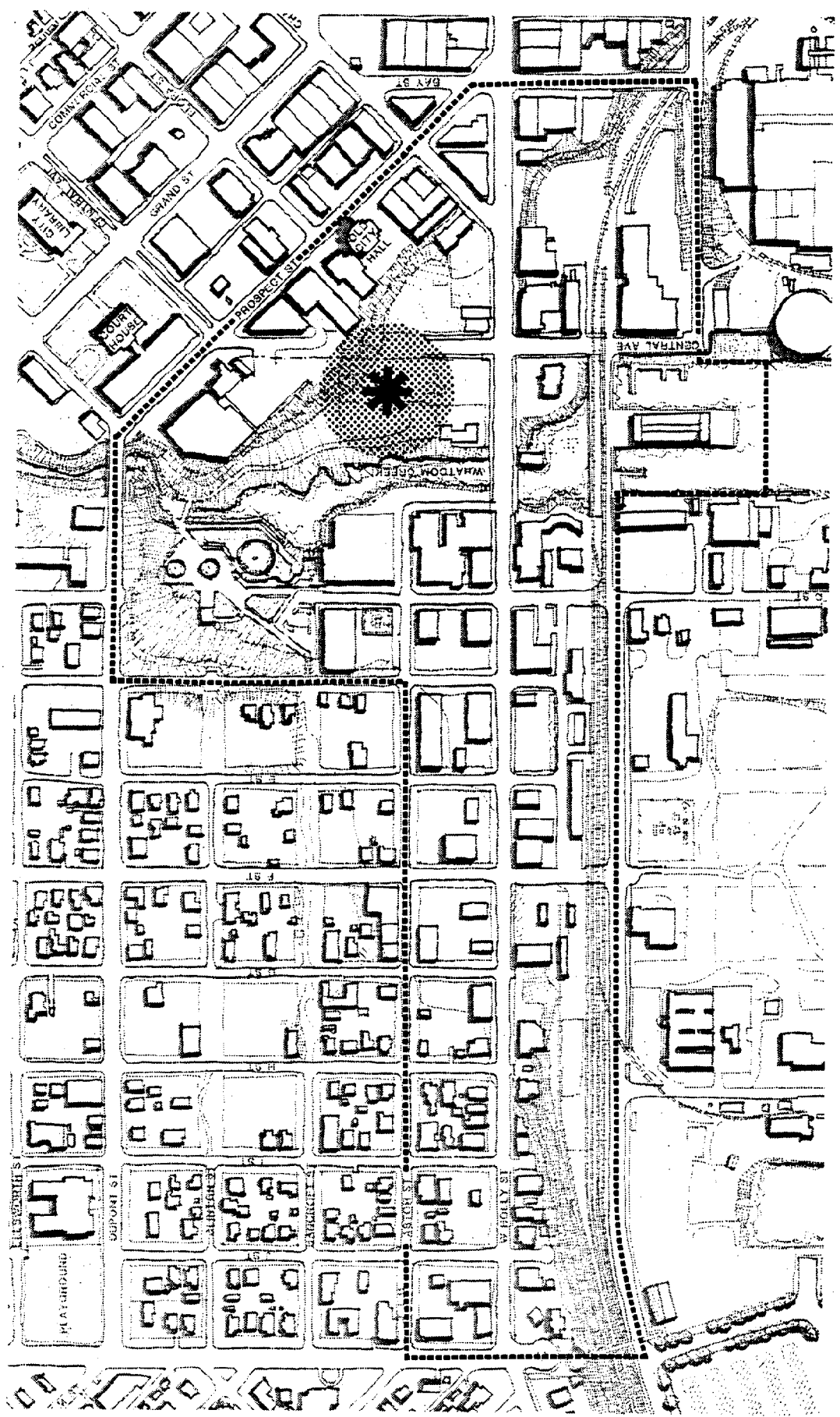
MANAGEMENT AND PLANNING SERVICES





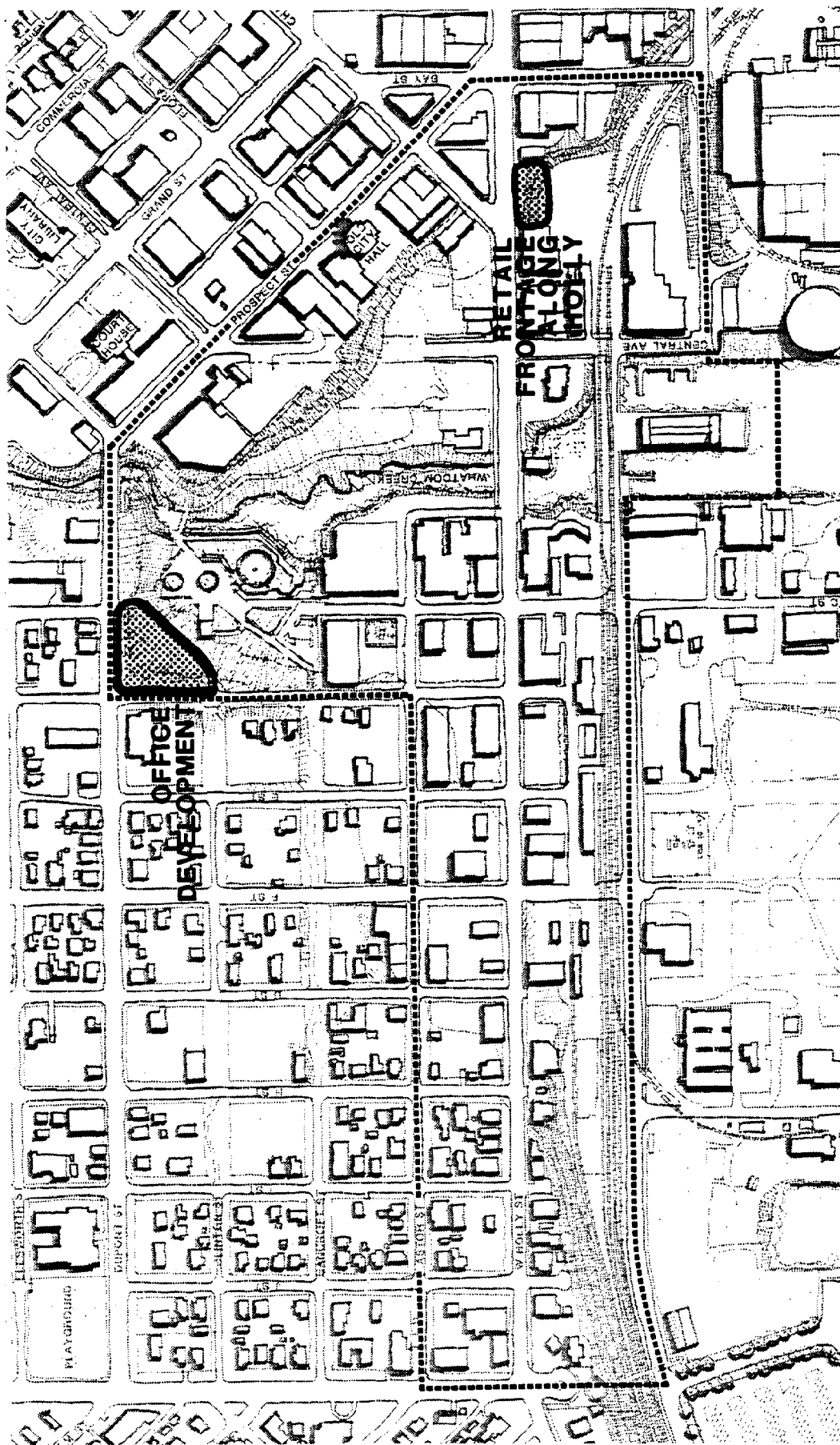
2. PUBLIC WATERFRONT ACCESS PROJECTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



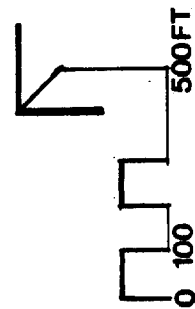
3. MARITIME INTERPRETIVE CENTER BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

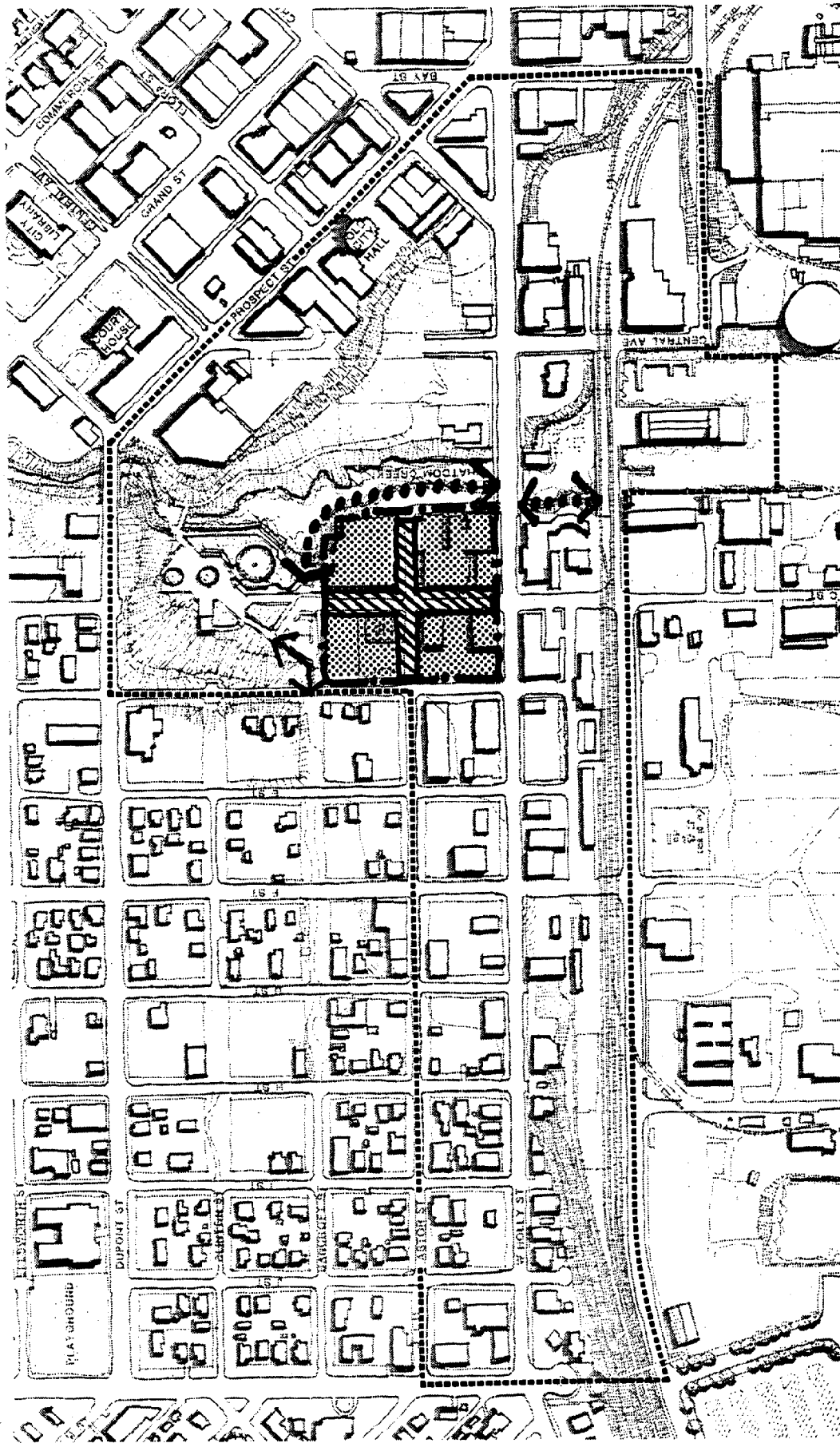
MANAGEMENT AND PLANNING SERVICES



4. PUBLIC/PRIVATE DEVELOPMENT PROJECTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES





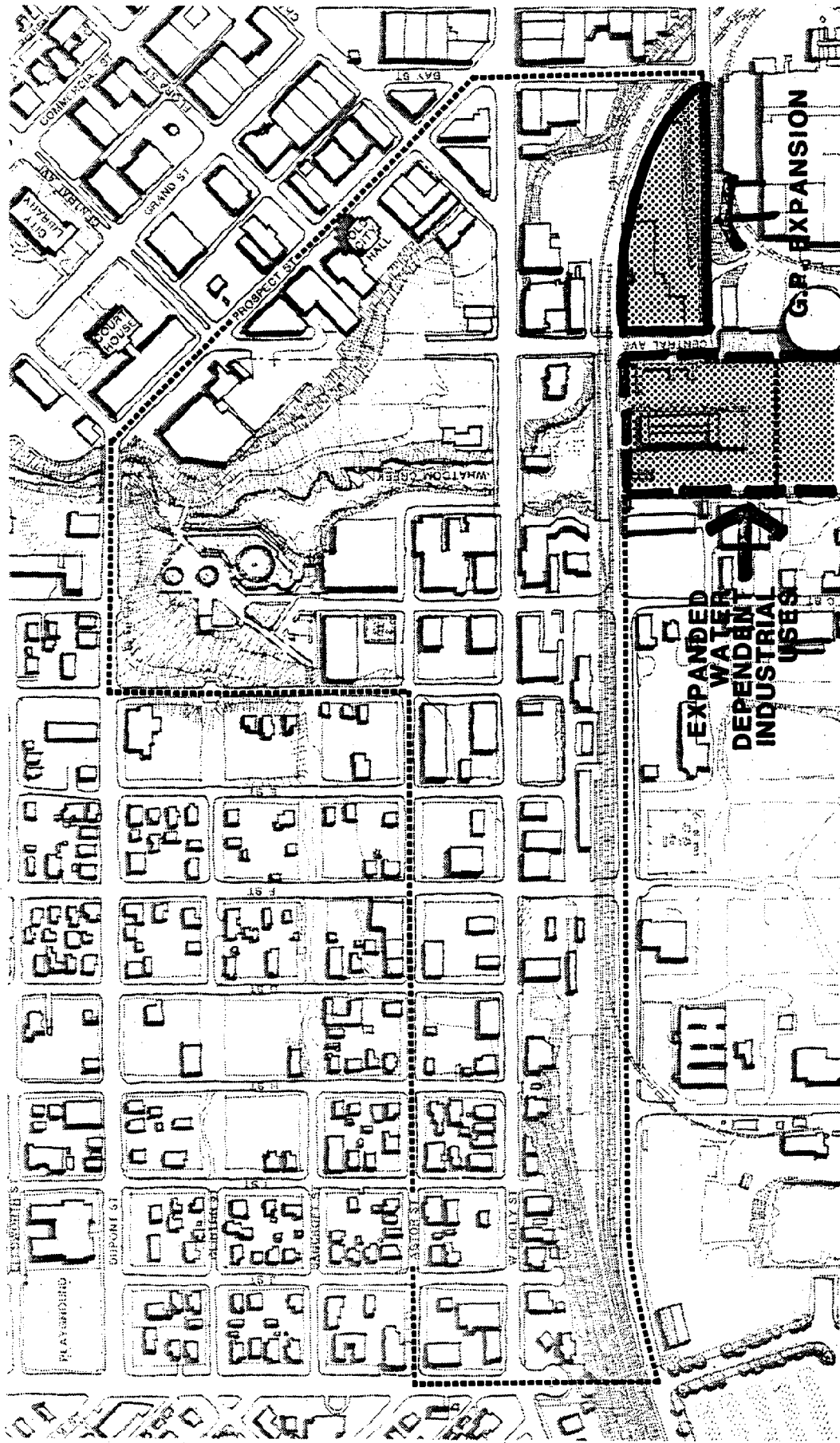
LEGEND:

-  Vacated Streets
-  Pedestrian Linkages/Promenade
-  Vehicular Access



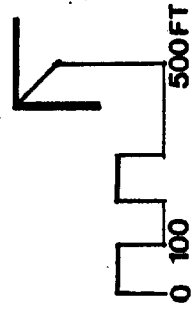
5. CONSOLIDATED DEVELOPMENT AREA BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

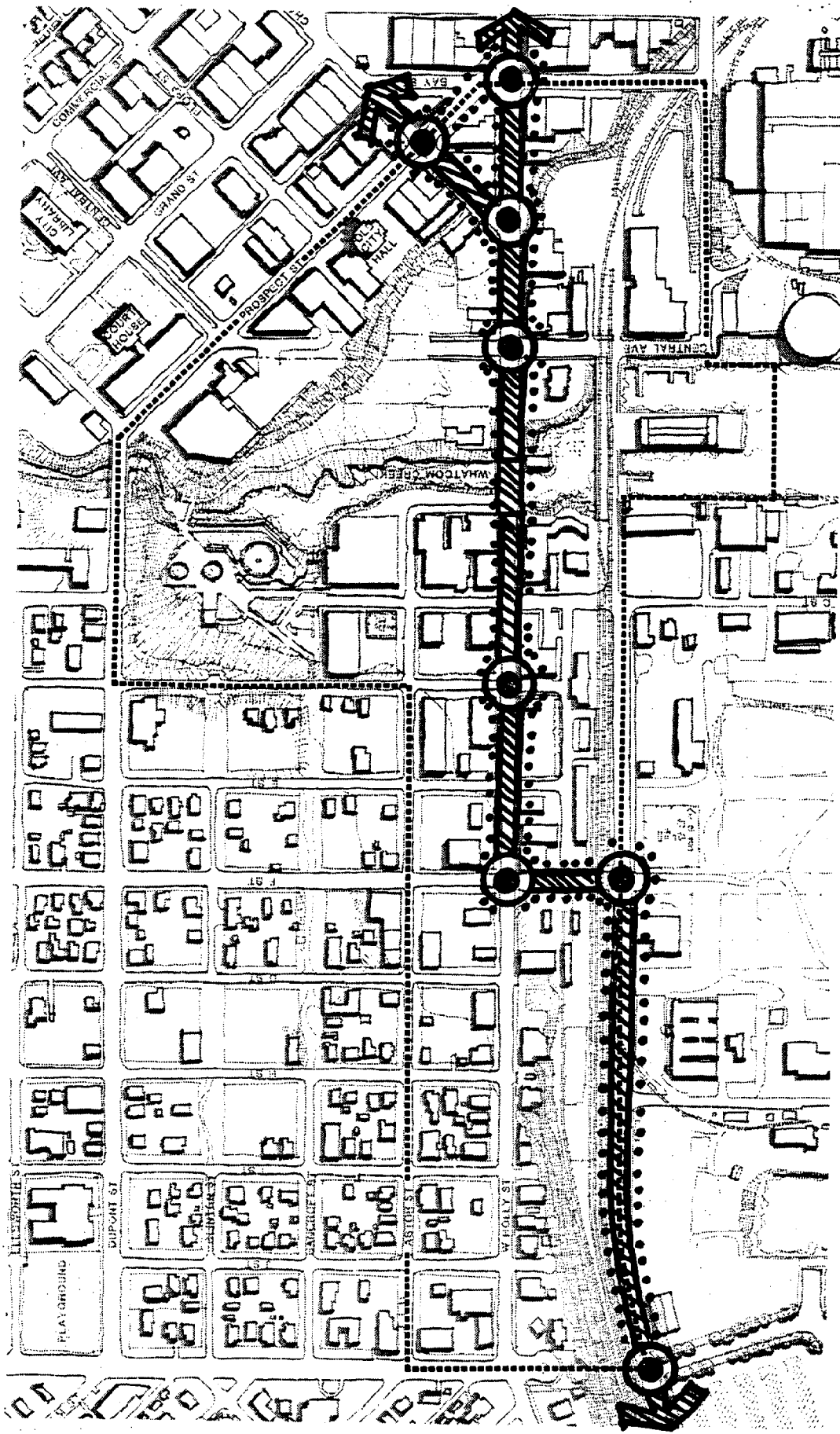
MANAGEMENT AND PLANNING SERVICES



6. HEAVY INDUSTRIAL EXPANSION **BELLINGHAM CENTRAL WATERFRONT** **DEVELOPMENT PLAN**

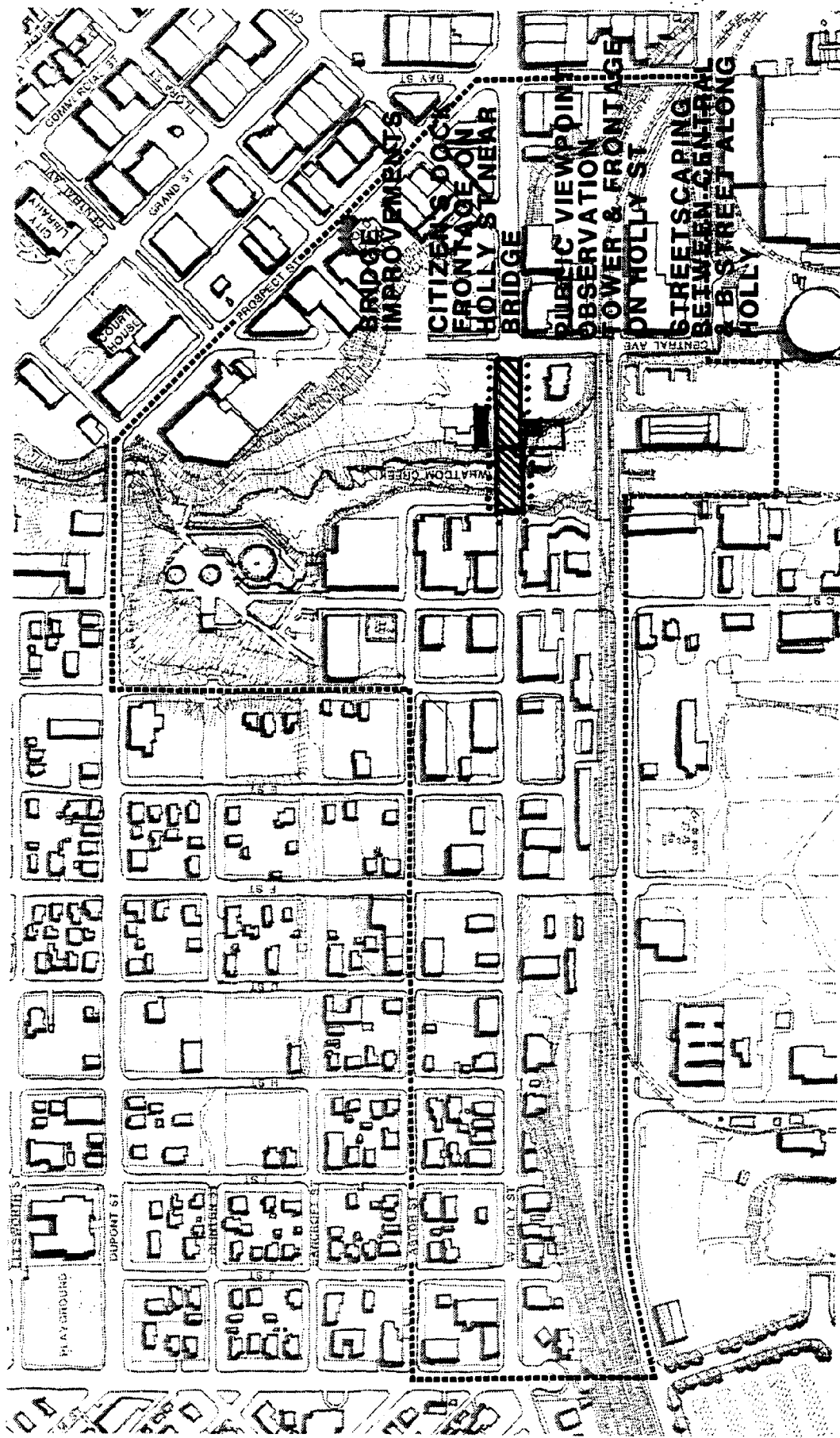
MANAGEMENT AND PLANNING SERVICES





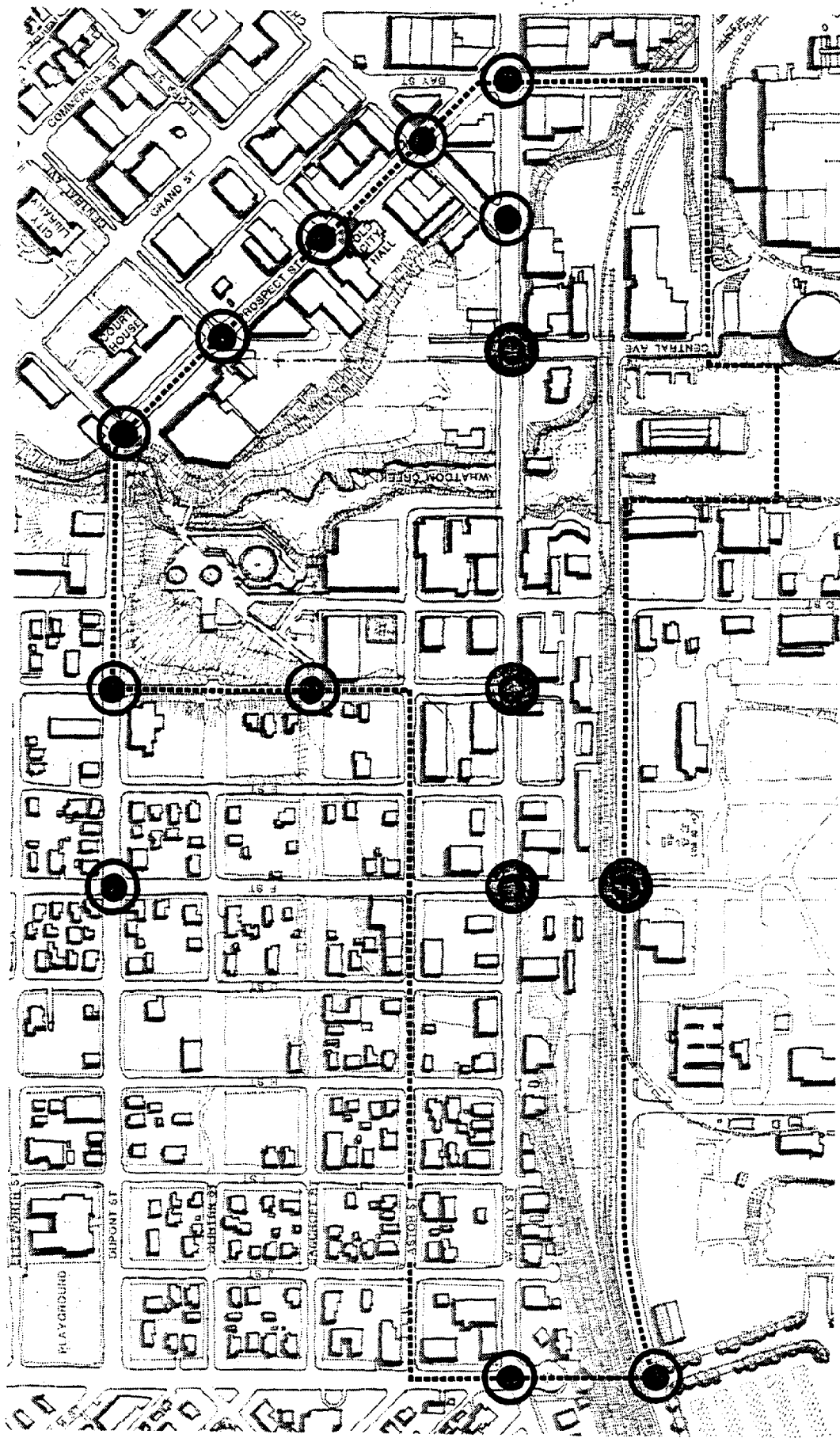
7. HOLLY/F/ROEDER STREETSCAPE IMPROVEMENTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



8. HOLLY ST BRIDGE & GATEWAY IMPROVEMENTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES

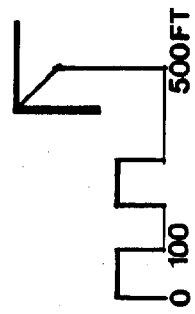


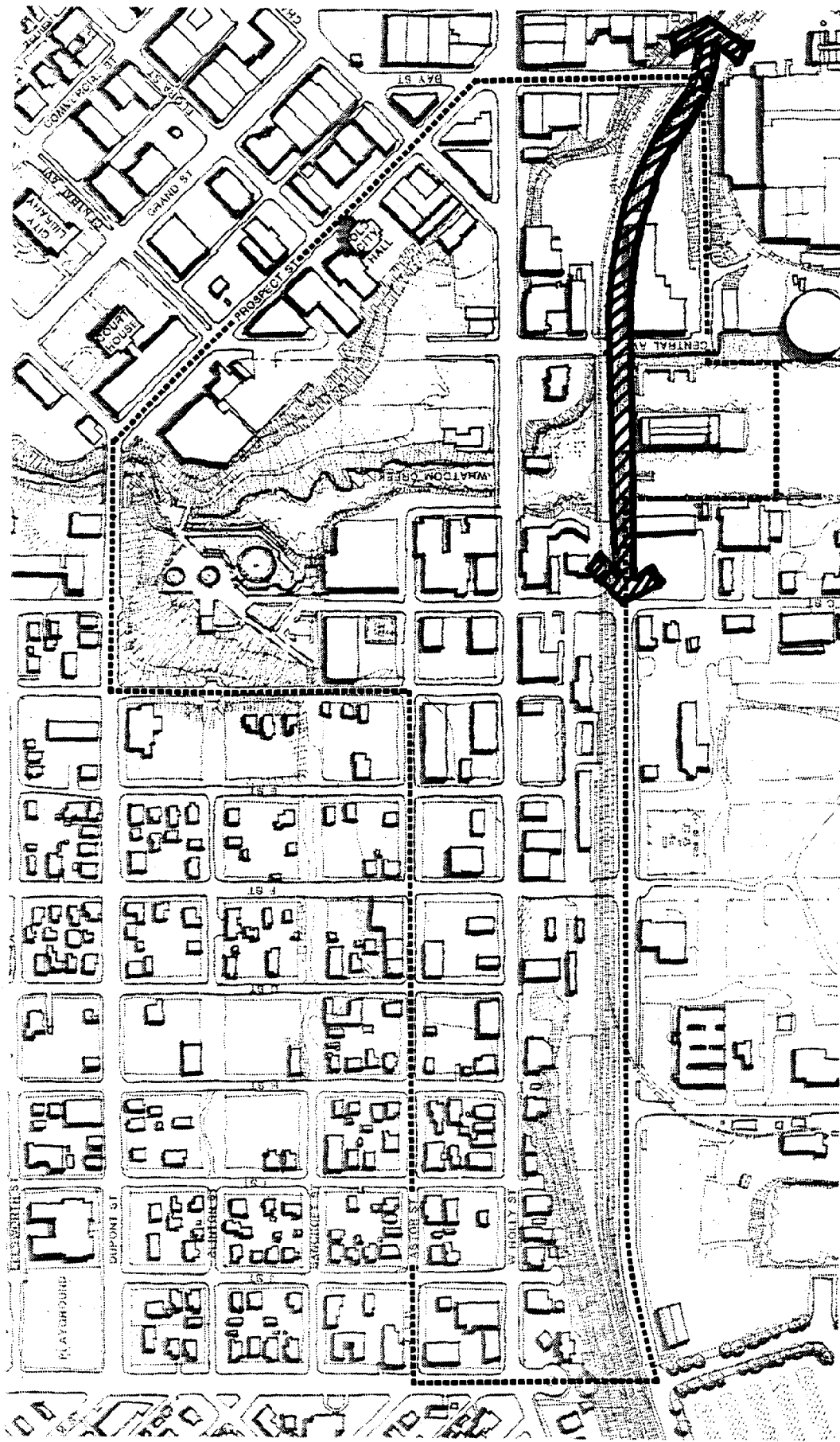
LEGEND:

- Major Improvements
- ⊙ Secondary Improvements

9. INTERSECTION IMPROVEMENTS **BELLINGHAM CENTRAL WATERFRONT** **DEVELOPMENT PLAN**

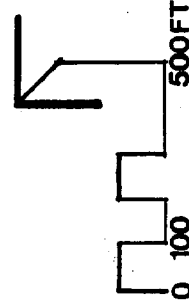
MANAGEMENT AND PLANNING SERVICES

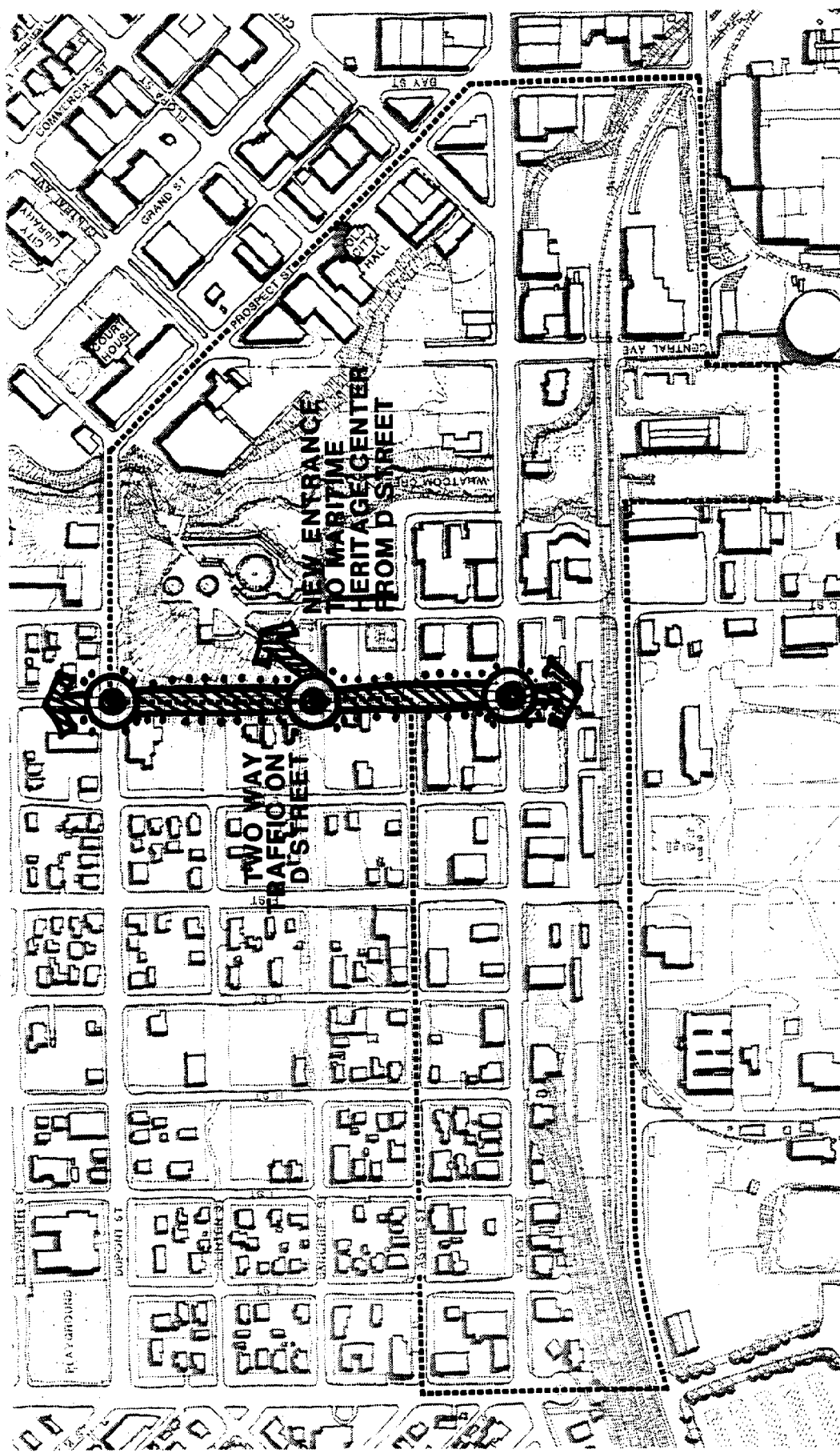




10. CHESTNUT/ROEDER REALIGNMENT BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

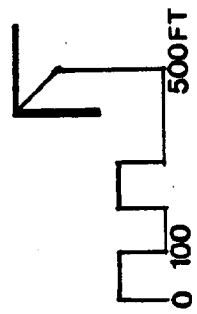
MANAGEMENT AND PLANNING SERVICES

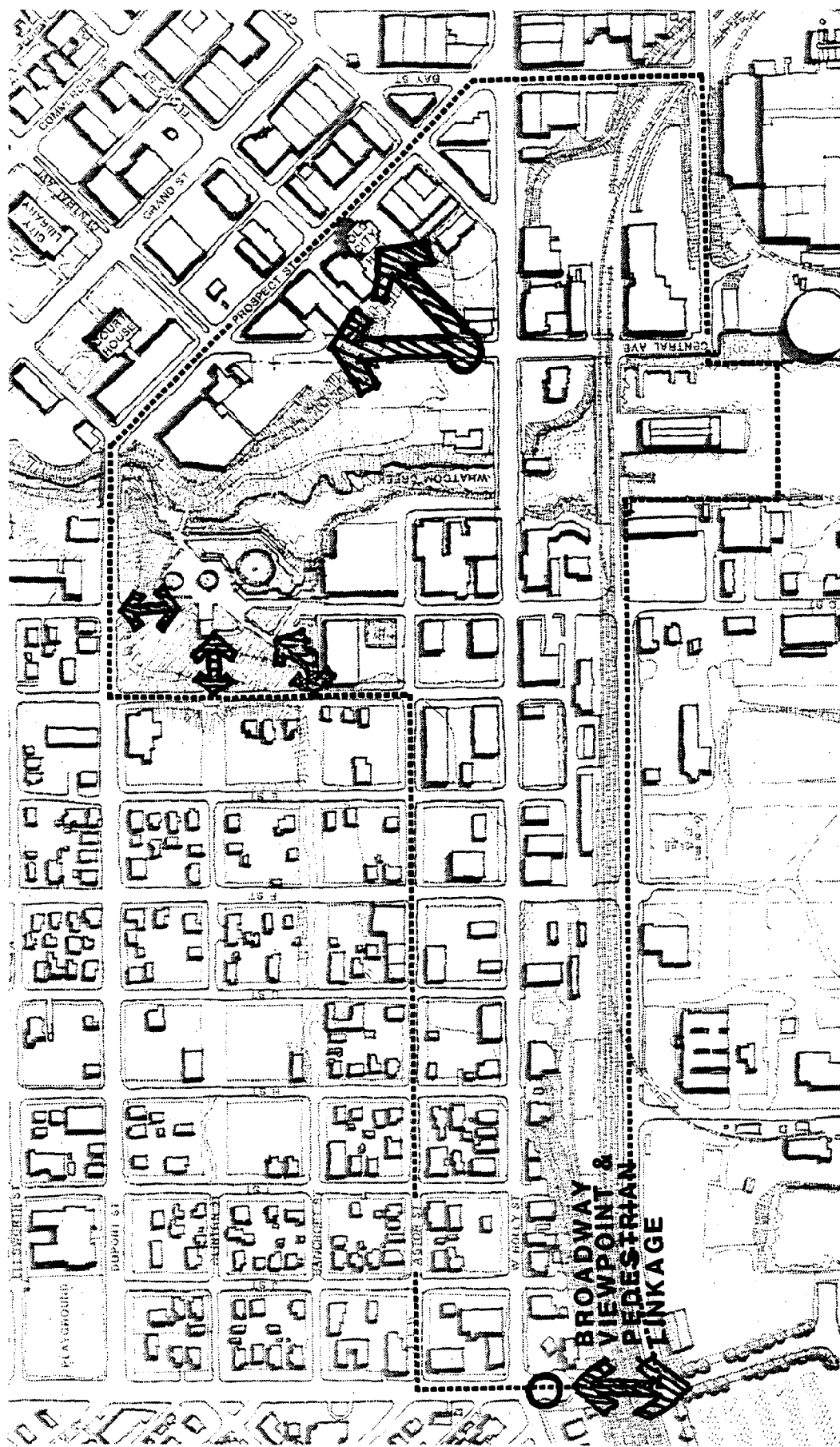




11. D STREET IMPROVEMENTS BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

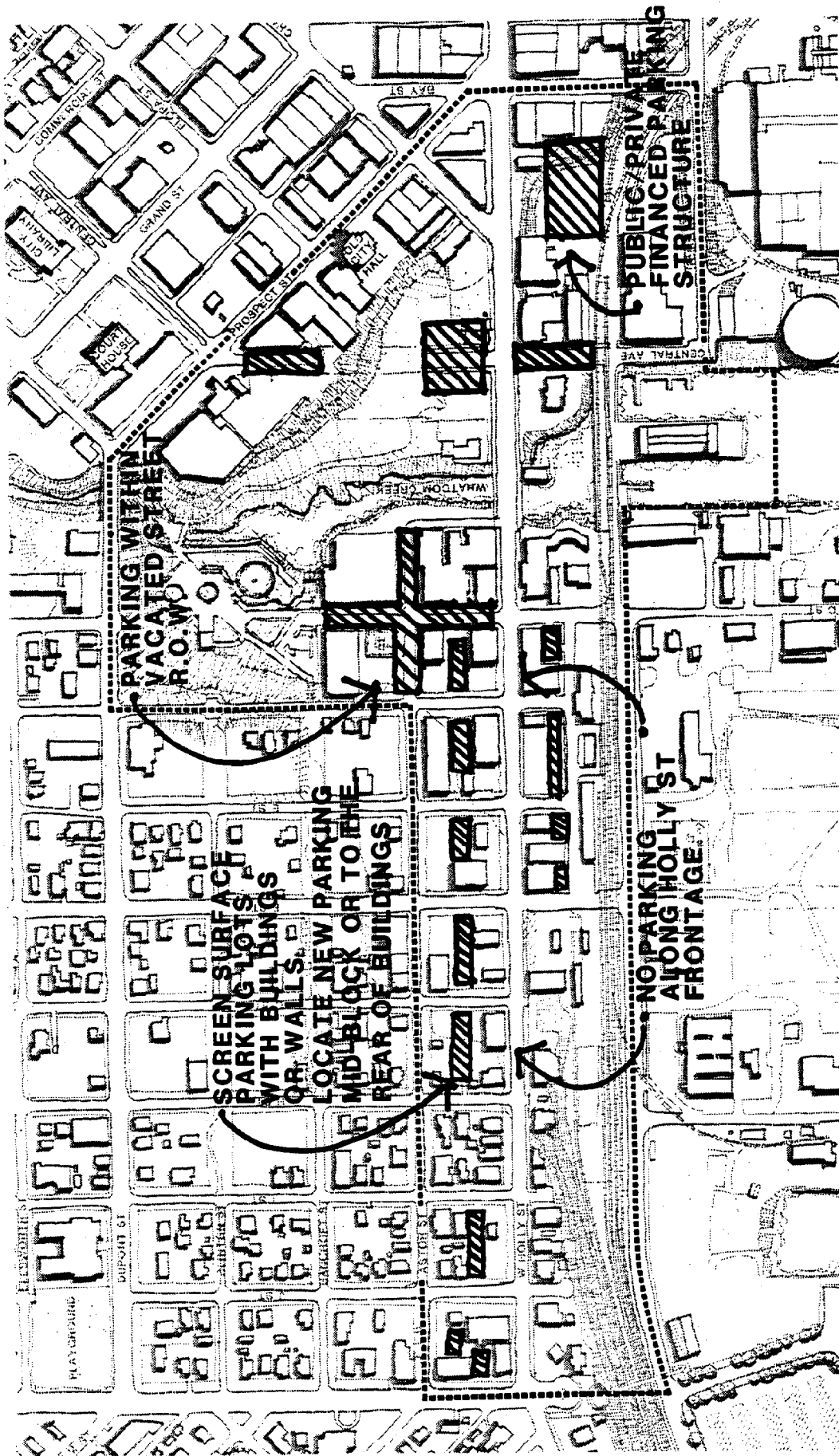
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12. UPLAND PEDESTRIAN LINKAGES BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

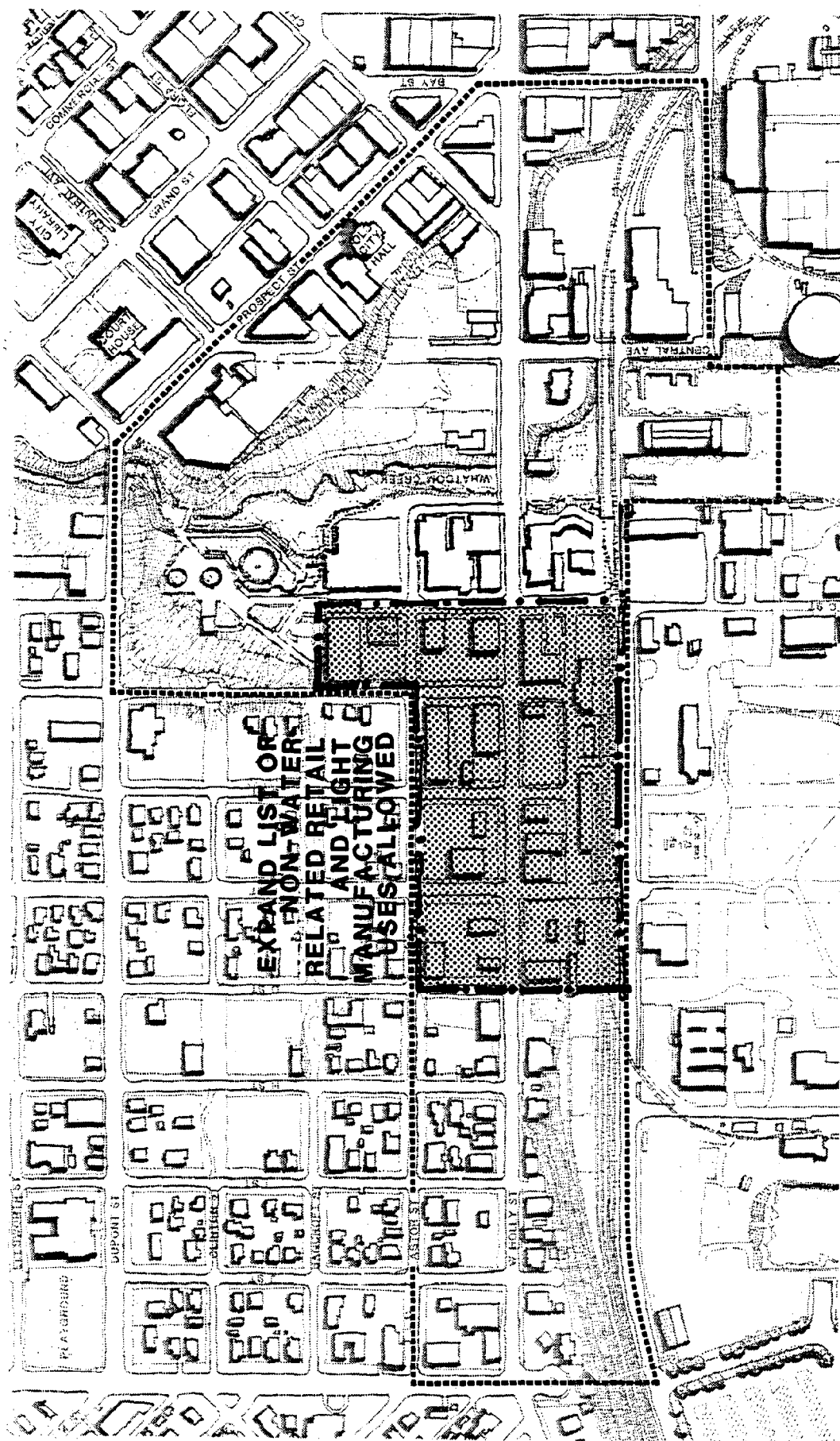
MANAGEMENT AND PLANNING SERVICES



13. PARKING

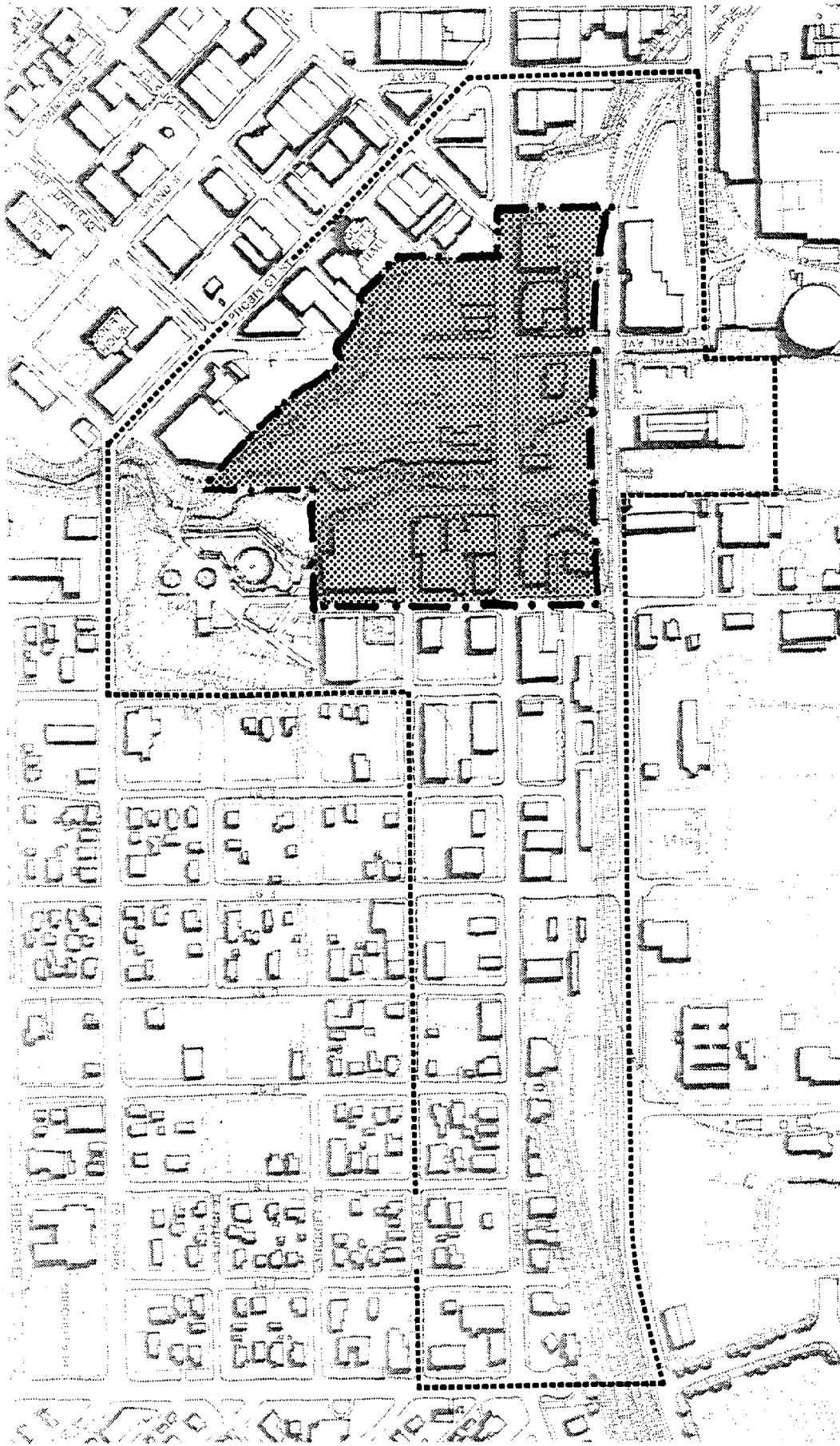
BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES



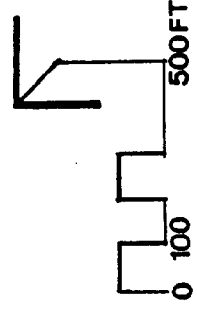
14. LETTERED STREETS AREA 10 ZONING CHANGES BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

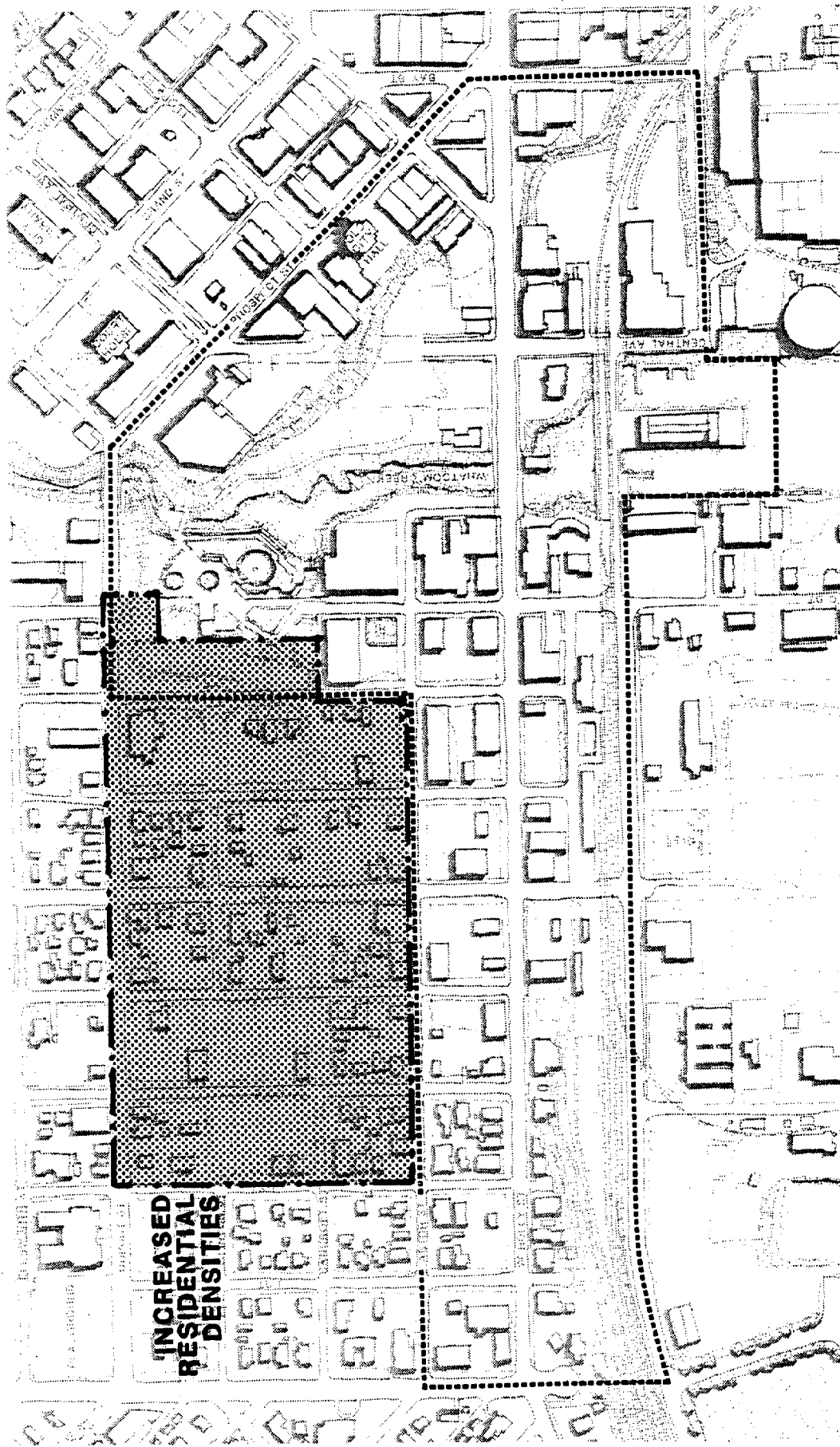
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**15. LETTERED STREETS AREA 11 ZONING CHANGE
BELLINGHAM CENTRAL WATERFRONT
DEVELOPMENT PLAN**

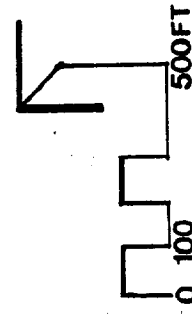
MANAGEMENT AND PLANNING SERVICES

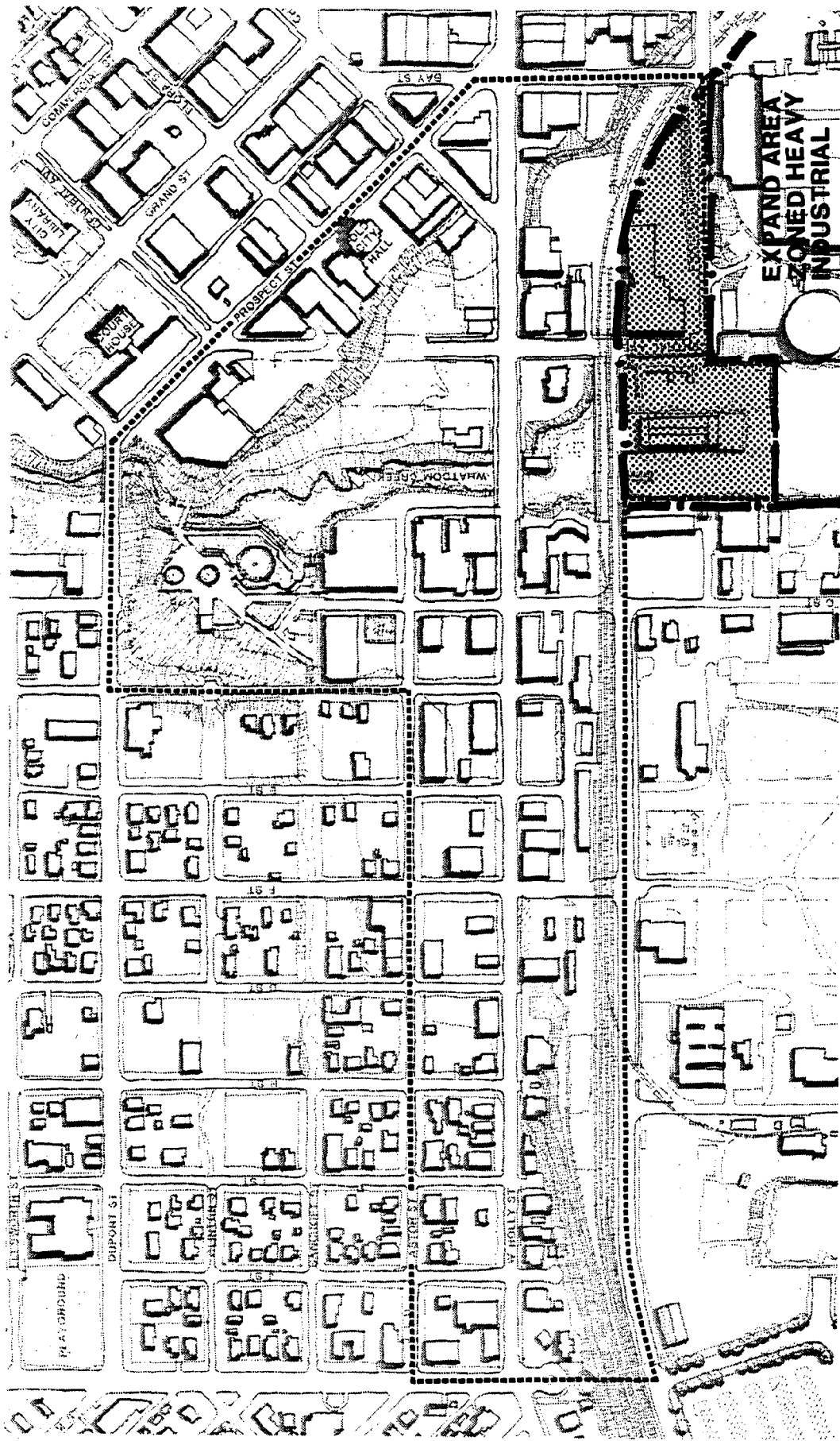




**16. LETTERED STREETS NEW AREA 14 ZONING CHANGE
BELLINGHAM CENTRAL WATERFRONT
DEVELOPMENT PLAN**

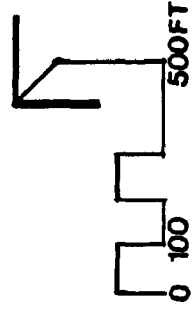
MANAGEMENT AND PLANNING SERVICES

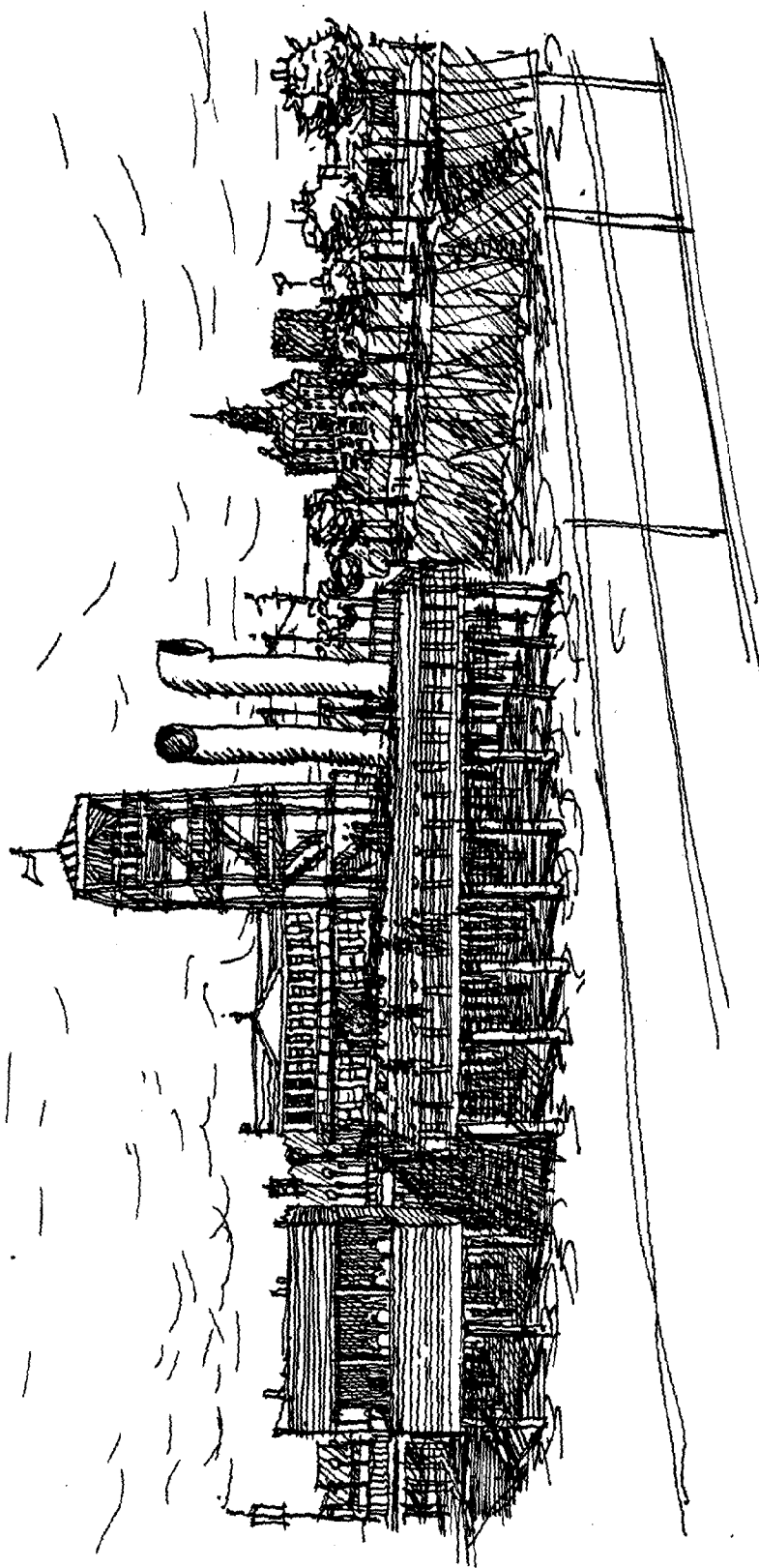




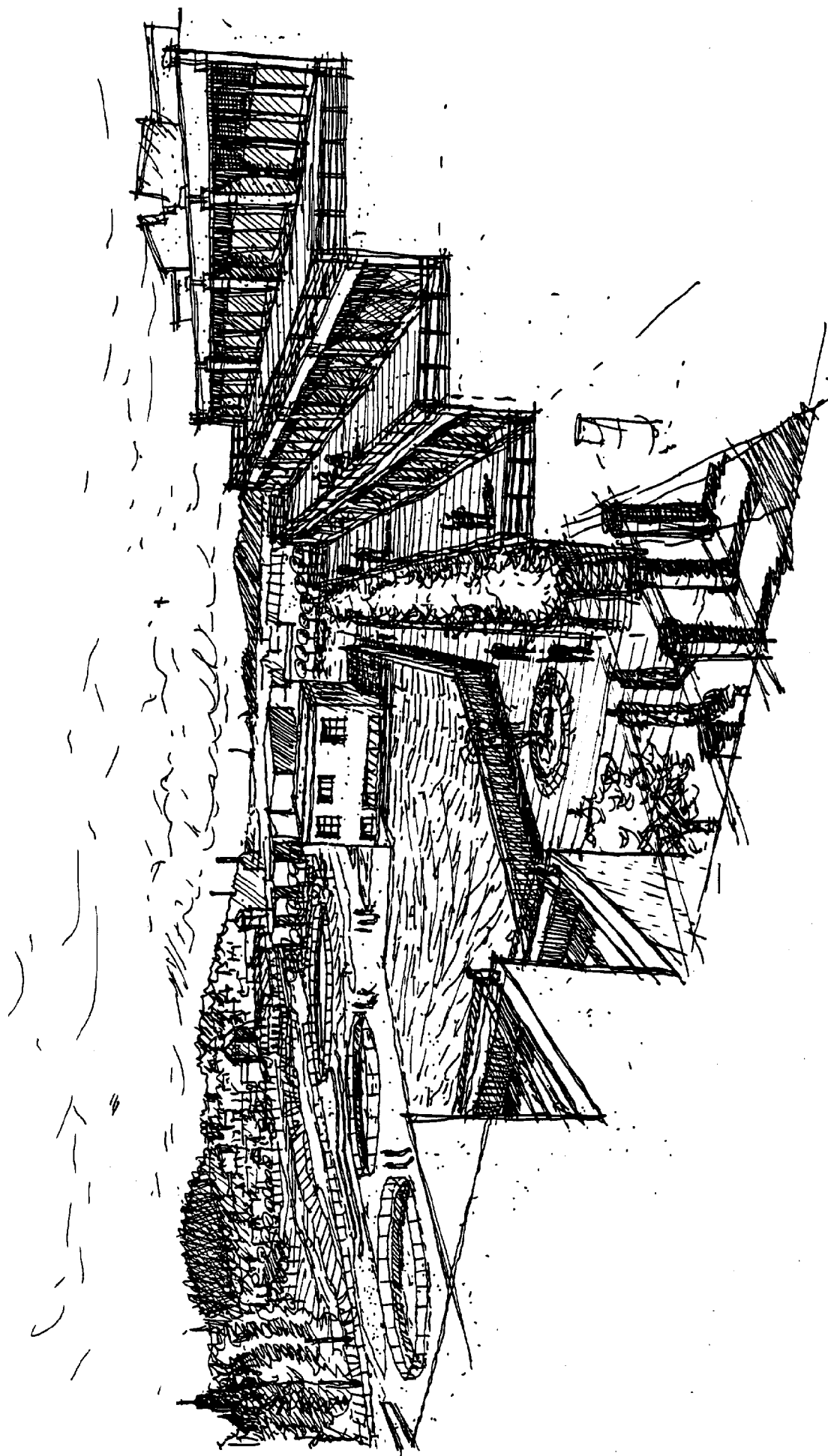
17. C.B.D. AREA 15 ZONING CHANGES BELLINGHAM CENTRAL WATERFRONT DEVELOPMENT PLAN

MANAGEMENT AND PLANNING SERVICES

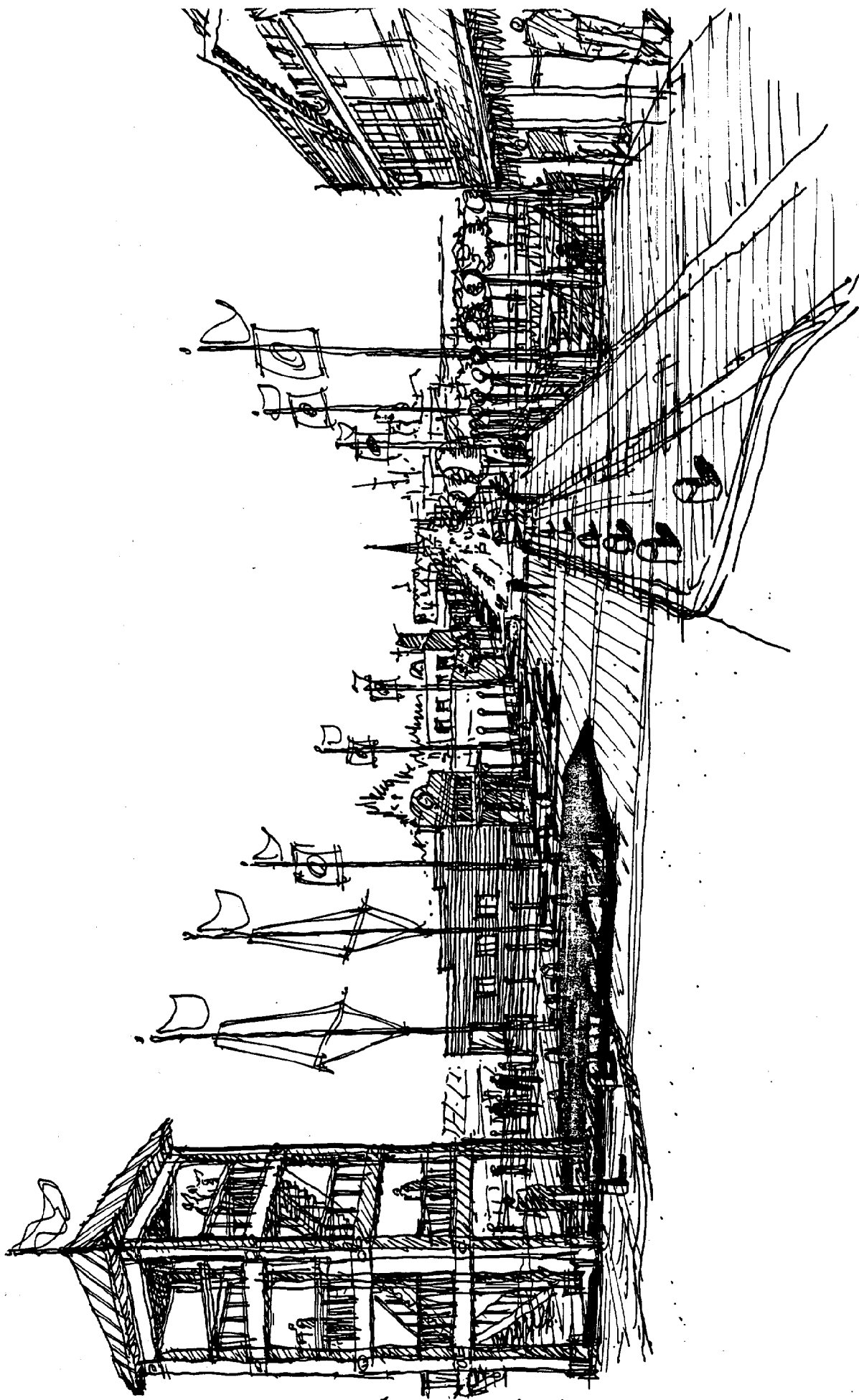




PUBLIC VIEWPOINT AT HOLLY STREET BRIDGE



JOINT PUBLIC/PRIVATE DEVELOPMENT AT DUPONT & 'D' STREETS



HOLLY STREET BRIDGE GATEWAY WITH CITIZEN'S DOCK

MAJOR ISSUES REMAINING

1. CITIZEN'S DOCK

- **Move Upland and Rehabilitate**
 - Full
 - Partial, or
- **Rehabilitate at Existing Location**
 - Full
 - Partial, or
- **Demolish**
 - Do Nothing
 - Build New Upland
 - .. Replica
 - .. Scaled Down
 - .. Theme

MAJOR ISSUES REMAINING

2. PUBLIC ACCESS

- **Central Avenue (South of Roeder)**
 - **Enhance Public Waterfront Access/
Parking, or**
 - **Eliminate Access: Street Vacation
and Private Industrial Use, or**
 - **Retain Existing Access, or**
 - **Combination of Upgraded Access
and Private Use**
- **Maritime Heritage Center/Whatcom
Creek/Private Property Access Changes**
 - **Pedestrian Route Along Creek from
Holly to Maritime Heritage Center,
Plus**
 - **Street Vacation of 'C' and Astor
(2 Blocks Each) for Private Use, Plus**
 - **Two-Way 'D' with New Maritime Heritage
Center Access**

MAJOR ISSUES REMAINING

3. LAND USE

- **Area North of Chestnut Street Realignment**
 - **Public/Private Parking Structure, or**
 - **Private Industrial Use**
- **Public/Private Project at Dupont and 'D' Streets**
 - **Ground Lease of City Property for Private Development, or**
 - **Retention of Park Open Space**

(Approximately 1/3 Acre of City Property)

- **I and J Waterway at Squalicum Harbor**
 - **Retain Existing Marine Industrial Use Designation, or**
 - **Change to Waterfront Commercial**
- **Scope of Work**
 - **Focus Only Upon Central Waterfront Uses (Current Study), or**
 - **Consider City-Wide Waterfront Uses**

NEXT STEPS

TASK FORCE: **Select Alternative Plan and
Provide Study Direction**

CONSULTANT: **Refine/Finalize Selected Plan**

Outline Implementation

**Document Plan and Present to
Task Force/Public
(May 27, 1986)**

Prepare Marketing Brochure

[illegible]

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