

Planning Areas

- There is strong agreement between the plans - five planning areas and a broad mix of uses.

Port of Bellingham *Waterfront District*



City of Bellingham *Waterfront Connections*



Marine Trades Marine related industrial/commercial with parks and trails	Agree
Downtown Waterfront Commercial/residential with parks and trails	Agree
Log Pond Institutional/commercial/residential with Log Pond Park	Agree
Shipping Terminal Marine industrial with pocket beach	Agree
Cornwall Beach Mid-rise residential with Cornwall Park	Agree

Green Spaces and the Environment

- There is strong agreement on green spaces and environmental protection.

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<u>35</u> acres devoted to public parks, trails, open space, and habitat enhancements	Agree
Environmental clean up of contaminated soils and waterways	Agree
"Sustainable development" strategies integrated in plan (LEED, Low Impact, Triple Bottom Line)	Agree

Multi-Modal Transportation

- There is strong agreement on transportation.

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Includes a network of pedestrian and bike routes, and transit facilities	Agree
Three street types: arterial/industrial, retail, and local Includes sidewalks and bicycle lanes	Agree
Includes off-street bicycle trails along shoreline	Agree – and also includes high-speed commuter bike route along railroad right-of-way

Views and Building Heights

- The two plans differ on views and building heights.

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- New views are created from downtown to Puget Sound and the mountains
- Buildings on-site have water views
- Some views of downtown are preserved from the site
- Diversity of building heights, with a few up to 200 feet

- Existing Puget Sound and mountain views preserved from downtown
- Buildings on-site have water views
- Views of downtown are preserved from the site
- Building height limit of 75 feet, with opportunity for five or six buildings of up to 120 feet

Pros:

- More density in fewer buildings
- Opens up space between buildings

Pros:

- Preserves human scale
- Less impact on hillside views
- Building heights consistent with Old Town plan and regulations

First Step Infrastructure Costs

- The two plans have significant differences in costs.

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- First 5-7 years: \$33.5 million (roads + utilities) for 3.1 million square feet of development

- First 5-7 years: \$28 million (roads + utilities) for 3.1 million square feet of development. Additional \$12 million for railroad relocation and \$14 million for Cornwall Bridge

Includes:

- Marine Trades: improvements to C, Hilton, Maple Streets
- Downtown: Connect Central to Cornwall via Bloedel; build connection at Roeder
- Off-site: Convert Central to pedestrian-only between Holly and Roeder, add various traffic signals

Includes:

- Marine Trades: same as Port
- Downtown: Connect Central to Cornwall via Laurel; build connection at Roeder
- Off-Site: same as Port
- Build roundabout at Wharf & N. State Streets
- Railroad relocation & Cornwall Bridge

Development Phasing

- The two plans strongly differ on the phasing of development.

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- WWU is an early anchor tenant in the "Downtown Waterfront Area"
- Development begins in "Downtown Waterfront Area" and moves toward Central Business District
- Railroad relocation occurs later

- WWU is an early anchor tenant in the "Institutional Overlay Zone"
- Development begins at edge of downtown and moves outward
- Railroad relocation occurs earlier

Pros:

- Anchor tenant will spur additional public and private investment

Pros:

- Directly links development to existing downtown
- Early railroad relocation enables easier, safer site development

Historic Preservation

- The two plans differ on historic preservation.

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- Preserves site history by retaining large ceramic tanks, industrial equipment, building materials for reuse and five existing buildings for further evaluation

- Preserves site history by assuming retention of all historic properties, subject to further analysis

Pros:

- Addresses concerns about old buildings and seismic issues
- Allows for 4.5 foot site fill – in response to possible sea level rise

Pros:

- Addresses economic and cultural benefits of historic districts
- Allows for 3-10 foot site fill – in response to possible sea level rise

Street Grid: Connections and Focal Points

- This is THE key point of difference between the two plans.

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- Streets are rotated, creating a new road grid alignment between downtown and the waterfront

- Existing street grid is used to connect downtown to the waterfront

Pros:

- Creates new "Commercial Green" focal Point
- Allows for 6.1 million square feet of development
- Opens new views from downtown to the mountains
- Enhances potential for solar energy
- Addresses sea level rise

Pros:

- Pedestrian, human-scale, walkable blocks in street grid
- Allows for multiple "great places" and views
- Allows for 6.4 million square feet of development
- Preserves potential for historic district
- Addresses sea level rise