



## Issues & Solutions Worksheets

Charrette Input

### Charrette Event, September 23, 2004

Bellingham High School Commons, 6:00 – 9:00 pm

*(Note: The following are transcribed from "bullet lists" developed by participants as the first of a two-part exercise identifying problem areas and possible solutions within assigned districts. After formulation of the following lists, participants then traced their solutions over large figure/ground maps. These drawings, as well as written instructions provided to participants guiding their work, will be included in the consultant report. Further questions may be addressed to Mr. Greg Aucutt, Senior Planner, City of Bellingham, 360-676-6982, e-mail address: gaucutt@cob.org. Editorial comments are indicated in italics below.)*

### Samish Way District: Issues

- Developing a Business District, and addressing the problem of 'varying' (*commercial, residential, through*) traffic
- Through traffic (congestion)
- Steep slopes
- Narrow roadways
- Pedestrian environment not 'friendly' (not safe)
- Crime
- Motels (attracting the "wrong" crowd)
- I-5 severs the neighborhood; so does Samish Way
- Single arterial = Samish Way (*linear development*)
- Zoning updates (*needed*)
- Single-family homes prevalent (*healthy mix of types needed*)
- Conflict with commercial (*development*) and residential (poor transition) (*between types*)
- Schools? Where? (*Neighborhood schools needed*)
- Western (*WWU*) access poor (indirect)
- Arboretum access? (*Limited, as potential focus for district*)

### Samish Way District: Solutions

- Student high-rises near south of Arboretum
- Historic neighborhood infrastructure upgrades (*sidewalks, curbs, streetscape elements*)

- Sidewalks, pedestrian amenity improvements (*on Samish Way*)
- Addition of mixed-use/residential on Samish Way could address crime issues through increased surveillance
- Buildings at street (no setbacks), parking at rear (*of buildings*)
- (*Create a*) Samish Way Boulevard (with row of trees)
- (*Create*) Sound barriers to I-5, (*create*) pedestrian overpass(es) over I-5
- Increase density on Samish Way
- (*Create*) Neighborhood centers (groceries, etc.)
- (*Create*) Transition zones between uses (*residential, commercial*)
- Encourage smaller businesses/non-automotive related
- Lot-coverage mandates (*increase building coverage*)
- Relax parking requirements, (*encourage*) on-street parking, (*encourage, create*) garage parking
- WTA corridor upgrades

#### **Fountain District: Issues**

- Enhance the business district, keep the character of: One and two-story buildings, stylistic consistency.
- Need an anchor to center the neighborhood
- Break up the commercial corridor
- Abrupt transition (*between*) commercial and residential
- Traffic – conflict between business and through-traffic
- Pedestrian and bike crossing difficult on Meridian
- Bike riding dangerous
- No pocket parks or trails
- Lack of trail through the neighborhood
- Not pedestrian/bike friendly
- Lack of off-street parking
- Need for properly defined permitted uses – no residential above commercial

#### **Fountain District: Solutions**

- Create zoning incentives for enhancement
- Intense community residential and business involvement in defining the community center area

- Allow cottage housing to increase density and maintain character
- Adopt design standards and review “process + pattern” book
- Create pedestrian/bike trail/corridor
- Break up the linear commercial corridor with green space
- Create a community space
- “Bulb-out” sidewalks at intersections and define crosswalks with different surface material/patterns

**Birchwood: Issues**

- Traffic congestion
- Pedestrian safety – schools, automotive traffic
- Neighborhood character
- Open areas/green space access
- Crime rate
- Squalicum Creek preservation
- Access to Squalicum Parkway
- Current zoning
- Accessory dwellings
- Lot consolidation
- Poor transition from commercial to residential
- Property values
- Noise
- Sub-surface coal mines (stability issues for tall buildings)
- School capacity
- Neighborhood parks/play areas
- Golf course – future use/impacts to stormwater
- I-5/Northwest Avenue interchange
- Sidewalks, street lights
- Telecommunication service
- Proximity to schools/shopping
- Aesthetics
- Maplewood Avenue lacks sidewalks, lights
- Bicycle/pedestrian trails

- Northwest Avenue divides neighborhood
- Northwest Avenue auto-oriented, not multi-modal
- Northwest Avenue development not pedestrian-oriented
- Pockets of poorly-designed multi-family housing
- Critical area issues?

### **Birchwood: Solutions**

- Light at West Maplewood/Northwest
- More bus routes
- More free event bus service
- Mid-block crosswalk on Northwest between Birchwood and Alderwood
- Street-oriented retail uses
- Stop signs in the neighborhood to slow traffic (or traffic calming)
- Access from top of bluff to Squalicum Parkway
- Pedestrian trail connecting Cornwall Park to new Squalicum Park
- Re-design Birchwood/Cedarwood intersection
- More bike-friendly
- Accessory dwellings
- Better multi-family design
- Mixed-use residential in commercial areas
- Rezone to higher density (or not)
- Lot consolidation/re-plat
- Encourage home ownership (condos rather than apartments)
- Re-develop golf course - residential
- Pedestrian-scale street lights (not spotlights)
- Design standards/guidelines
- Plant trees
- Parking lot improvements at Albertson's
- Berms/buffers between commercial/residential
- Citizen involvement of area residents
- Crime prevention and better access for assisted living areas
- Well-planned and located parks and trails

### **Ohio Street District: Issues**

- Walkability – access
- Industrial land-use designations – viability
- Freeway/access
- Shoreline
- Property values
- School
- Lack of retail
- Streetscape
- Trails
- Uses? (What’s appropriate?)
- Parks/open space
- Multi-uses per lot
- Parking – too much
- Trail safety
- Public transportation
- Churches
- Access to creek
- Infrastructure capacity
- Lack of neighborhood center
- Land assembly
- Inter-neighborhood connectivity

### **Ohio Street District: Solutions**

- Sidewalks (especially Grant Street), people-friendly, bike lanes, connectivity to shuttle, landscape plans
- Enhance trails
- Mixed-use (zoning and land-use) and mixed-use per parcel, and district-wide (light industrial and residential)
- Fix Ohio/I-5 interchange
- Improve access/re-orient uses; shoreline to park/greenway
- Design guidelines (light industrial and residential interface), affordability
- Community center

- Zone for retail (around design for pedestrians)
- Add trees (streetscape plan)
- Enhance and create trail (neighborhood to Inter-Urban Trail), lighting

### **Barkley: Issues**

- Congestion – Alabama, Woburn
- Negative:
  - Arterials
  - Cul-de-sacs
  - Big parking lots
  - Lack of sidewalks
  - Lack of developed parks/playing fields
- Identified as Eastern community center
- Barkley is essential to East/West, North/South (Woburn, connections)
- Bicycle-friendly paths/trails are poor North of Sunset – no bike lane
- Edge of “tweed twenty” in County – taking County on Barkley
- Opportunity – large single-ownership (Talbot)
- Consolidate small parcels – E. Woburn on Sunset
- Brytex – planned industrial site could expand
- Vacant land – zoning?
- More housing is coming
- School safety, connections to schools, trails
- Infrastructure – schools, daycare
- No community center (Blozdel over hill)
- Need another North/South arterial
- Opportunity for transit center

### **Barkley: Solutions**

- Traffic management
  - Another North/South connector, Pacific Street to Orleans (Sunset to Ohio)
  - Traffic signals too close together
  - Need sequencing
- Parking
  - Build on top of lots
  - Behind and off arterials
  - Behind buildings

- Stores above - parking, structures below
  - Underground parking
- Opportunity - radio tower (*can't read remainder*)
- Transit improvements on Sunset
- Create more community "feel"
- Connect Barkley to Alabama
- Small, local mom & pops located close to residential
- HOV lanes if major arterials/highways expand
  - Necessary for transit to be efficient
  - Tax households, cars to fund
- Keep through routes, enhance local access, transit/sidewalks
- Limit size of community sites (slow growth?)
- Diversity in jobs/professions

#### **Old Town: Issues**

- Views - Bay and buildings, railroad station and church; height limitations, terminal views
- Building character (historic)
- Parking
- Bay access - physical limitations
- Maritime Heritage Park
- Bos. viability
- Bike access and trails
- Crime and public safety
- Land-use compatibility
- Railroad - edge, safety, noise
- Soils - structural limits, brown-fields
- Retail character
- Nautical character and marine uses
- Shoreline
- Gateway to civic center
- Architectural compatibility
- Transient image
- Traffic on Holly - keep it flowing

- Poor road maintenance
- No real focus, but close to everything
- Storage
- Opportunities for railroad station
- Closing 'C' Street crossing (traffic circulation)
- Stormwater management
- Waterfront Group linkages
- Continuation of streetscape
- Mixed-income housing
- View enhancements - bluff
- Outdoor art - industrial legacy
- Solid waste
- Preserve creek

#### **Old Town: Solutions**

- Mixed-income housing
- Height variability
- Extend streetscape
- Provide adequate parking
- CPTED - and increased police department presence
- Mixed-use with residential above
- Public transportation
- Increase pedestrian access to waterfront (deal with bluff and railroad)
- Chipper blades for art
- Car-free housing and rent break
- Downtown connectivity and civic center
- Bike lanes
- Design review
- Roadway, railroad grade separation - railroad cooperation
- Noise abatement at switching yard
- Trail to Boulevard Park and Inter-Urban
- Exclusivity disincentives
- Road standards - on street parking?

- Grocery store
- Building height limits – bay views
- Wayfinding and signs
- Clustered parking
- Park and trail prominence
- Local scenic loop – “City Drive”
- Pocket parks
- Lower-impact industry – heavier to Orchard Street?
- Building restoration – railroad station, Courthouse
- Bike lane on east side of Roeder
- Industrial heritage tourism
- Roeder Avenue beautiful
- Battersby Field access
- New school site – may be needed for increased elementary demand

Meeting adjourned at 9:00 pm.