



**re-ACTIVATING
DOWNTOWN
ALLEYS**

Bellingham, Washington

Winter, Spring 2021
Urban Planning Studio

Huxley College of the Environment
Western Washington University

Part I: Conceptual Plan

AN URBAN TRANSITIONS STUDIO PROJECT

REACTIVATING DOWNTOWN ALLEYS

ACTIVATION STRATEGIES
BELLINGHAM, WASHINGTON

*Planning Studio II and II
Winter and Spring 2021*



Huxley College of the Environment
Western Washington University
Bellingham, Washington 98225 USA

Winter and Spring, 2021

A downloadable PDF file of this report and other planning studio reports is available on the Urban Planning and Sustainable Development Program Website at:

<https://huxley.wvu.edu/urban-planning-and-sustainable-development-program>



Downtown Study Area.

*"The best way to predict the future
is to design it"*

Buckminster Fuller

Student Authors

Rose-Lynn Anderson
Isabella Batson
Rachel Belt
Ben Breshears
Thomas Carmona
Peter Clifford
Simranjit Dhaliwal
Charlie Engel
Malene Garcia
Zachary Griffin
Chante Lee
Zinta Lucans
Franny McLarty
Emily Moran
Laura Mucci
Carter Naegeli
Xiang Qin Nagle-Christensen
Alexis Orellana
Jayden Packard
Conner Spannuth
Zack Spencer
Brandon Whitmarsh

Instructor

Nicholas Zaferatos, Ph.D., AICP
Department of Urban and Environmental
Planning and Policy

Table of Contents

<i>Table of Contents</i>	<i>page</i>
Part I: Conceptual Plan	
<i>1.0 Introduction to Alley Study</i>	3
<i>2.0 Goals and Policies for Alley Activation</i>	4
<i>3.0 Study Methodology and Analysis</i>	12
<i>3.1 Alleys 1-3 Analysis and Ideation</i>	13
<i>3.2 Alleys 4-6 Analysis and Ideation</i>	24
<i>3.3 Alleys 7-9 Analysis and Ideation</i>	50
<i>3.4 Alleys 10-12 Analysis and Ideation</i>	80
<i>3.5 Alleys 13-15 Analysis and Ideation</i>	102
<i>4.0 Integrative conceptual Plan</i>	117
<i>4.1 Food trucks</i>	118
<i>4.2 Alley Character</i>	120
<i>4.3 Public Spaces</i>	122
<i>4.4 Environmental Features</i>	124
<i>4.5 Bike Plan</i>	126
<i>5.0 Alley Redevelopment Strategies</i>	128
<i>5.1 Alleys 1-3</i>	128
<i>5.2 Alleys 4-5</i>	172
<i>5.3 Alleys 6-9</i>	199
<i>5.4 Alleys 10-12</i>	233
<i>5.5 Alleys 13-15</i>	252
Part II: Implementation Strategies	
<i>6.0 Design Guidelines</i>
<i>7.0 Cost Estimating</i>
<i>8.0 Phasing and Absorption</i>
<i>9.0 Public Financing and Fiscal Impact</i>
<i>10.0 Private Financing Strategy</i>

1.0 Introduction to Alley Study

The 2021 WWU Planning Studio class evaluated development alternatives for improving Bellingham’s Downtown’s Alleys. Students drew from their acquired knowledge of the site, discussions with city planners and downtown organizations, interviews with downtown business owners, review of city goals, policies and plans, and inspiration from sustainable design principles, to develop a range of alley improvement strategies that are intended to help inform the Downtown Comprehensive Plan.

What makes Bellingham’s downtown a unique and vibrant place, despite a series of economic setbacks that began in the late 1980s, is due to several important factors: it’s persistent resiliency; its ability to adapt to changing conditions; its retention of many traditional social, institutional, and economic central-city functions; its human and pedestrian-oriented scale; its central location; its historic character and infrastructural assets; its youthful demographics; and its growing diversity. Coupled with a concerted effort by the City of Bellingham and downtown business interests to foster continued social and economic revival, the downtown has experienced a significant process of economic and social revival during the past several decades.

Downtown Bellingham is a great place because, in part, it wasn’t “master planned.” Rather, it has experienced a series of development processes over time that has produced a rich mixture of vibrancy and a diverse character. The downtown might be best described as a “cluster of distinct micro district places” that have emerged through the attraction of new investments and pioneering business startups that have contributed to the rehabilitation of these formerly underutilized spaces.

Downtown Bellingham’s 15 central alleys comprise about 3 acres of publically owned land in the heart of our city. The frontage of these public rights of ways exceeds 6,000 linear feet abutting private and public owned properties. Alleys provide a valuable serve in supporting our downtown businesses. They also provide tremendous opportunities for improving the public sphere of the downtown community for increasing social capital and fostering the continued expansion of retail businesses, residential mix use housing, and other community and economic benefits.

This study examined improvement opportunities for our long-time underutilized, yet emerging, downtown alleys. Our students, working in project teams, formulated a series of urban design strategies to help facilitate new ways to think about urban redevelopment of downtown’s alleys in order to meet Bellingham’s goals for vibrant central city development. They have recommended a series of development approaches that can contribute to the downtown’s economic, social, and environmental vibrancy and sustainability.

Our students evaluated current alley conditions as well as city center long-range goals to develop a series of conceptual strategies that emphasize:

- Redevelopment capacity and the opportunities for urban infill
- Potential for business expansion
- Adaptive reuse of underutilized sites
- Mixed use activities promoting public safety and economic vitality
- Promotion of architectural, urban character, and historic properties assets
- Maximization of alley rights of way for public use and increased social capital
- Opportunities for creating public plazas and other public spaces
- Private and public sharing of alley spaces
- Improvements for non-vehicular accessibility and connections
- Strategies for integrating environmental and sustainable design

The array of redevelopment concepts contained in this report constitutes a beginning step for formulating strategies improvements to Bellingham’s core 15 alleys. In the subsequent Planning Studio III class in the spring, students further considered implementation measures to advance these conceptual development strategies.

2.0 Goals and Policies for Alley Activation

1.0: ARCHITECTURAL VERNACULAR

Goal 1.1
Ensure the design additions in downtown alleys are consistent with surroundings and compatible with downtown character and materials.

Policy 1.1.1
Ensure sizing of additions and windows are consistent with adjacent walls to avoid a patchwork look, unless otherwise specified in design. This responsibility will be delegated to the individuals involved in development.

Policy 1.1.2
Incorporate trims, textures, contrasting materials and specific design strategies that exudes visual interest and follows the character of Bellingham’s historic buildings.

Policy 1.1.3
When creating new additions that do not hold historical significance, compliment the historic adjacent building or mimic historic features in new building design.

Policy 1.1.4
Minimize setbacks on alleyways to promote consistent “frontage”.

Policy 1.1.5
Develop easily manipulated spaces in alleyways and visually integrate stagnant spaces to minimize the disruption to the alley’s visual continuity.

Goal 1.2
Orient the reactivation of alleys towards making the spaces safe, clean and interesting.

Policy 1.2.1
Encourage property owners with large expanses of blank walls abutting alleys to install windows or backdoor entrances into business, or install visual improvements such as artwork, murals, etc.

Policy 1.2.2
Replace boarded up windows with aesthetically appealing features such as art or murals, or encourage property owners to replace the inconsistent frontage with a cohesive material (such as brick).

Policy 1.2.3
Maintain a clear distinction between pedestrian and vehicular right of way to ensure the safety of pedestrians when encountering through-traffic.

Policy 1.2.4
Use adequate lighting to accent and indicate walkways and building entries within alleyways to accent building features and provide illumination along pedestrian pathways and at building entrances.

Policy 1.2.5
Service utilities (garbage pick up and electrical elements) should be strategically located or hidden behind fences or screens to minimize visual impacts, while still allowing necessary access.

2.0: HISTORIC PROPERTIES

Goal 2.1
Historic buildings and properties in downtown are preserved, maintained, rehabilitated, and reused instead of redeveloped.

Policy 2.1.1
Preserve the character and vernacular of downtown by rehabilitating and maintaining historic buildings and properties during and after alley redevelopment.

Policy 2.1.2
Ensure new development is visually compatible with Bellingham’s historic buildings and character.

Policy 2.1.3
Continue to promote downtown as a historic tourist area to shift public consensus on future development and use.

Policy 2.1.4
Revise criteria for historical buildings set by the Bellingham Historical Society, guaranteeing their protection by city planning authorities.

Goal 2.2
Historic features of downtown bellingham are integrated into future development to maintain the city’s link with its past.

Policy 2.2.1
Without compromising safety, preserve historic features and infrastructure of bellingham’s past, like railroad tracks, brick streets, and any other planned feature that shows the city’s history.

Policy 2.2.2

Where historic features are unable to be preserved, foster reuse of these architectural elements in new buildings where feasible to help maintain the city’s character and vernacular.

3.0: CHARACTER

Goal 3.1

Promote Bellingham’s rich and vibrant character through physical links to the past, continuous vernacular, interesting and diverse uses, and a vibrant and welcoming pedestrian streetscape promoting access through alley linkages.

Policy 3.1.1

Enhance the design quality of downtown alleys by encouraging creative use of alleys and integrated design.

Policy 3.1.2

Encourage coordination between business owners abutting downtown alleys to create an universally interesting environment that promotes community connection.

Policy 3.1.3

Architecturally compatible lighting systems are encouraged that promote safety and a welcoming atmosphere.

Policy 3.1.4

Promote repavement of alleys using materials cohesive with the character of downtown to promote pedestrian safety and transit.

Policy 3.1.5

Encourage way and placemaking to create individual alley identity.

Goal 3.2

Downtown Bellingham is kept lively and interesting through different activities and visual performances to foster social gathering.

Policy 3.2.1

Support live performances and concerts are encouraged and promoted to bring downtown residents together.

Policy 3.2.2

Support the community arts, entertainment activities and events to foster greater attraction to alley spaces.

Policy 3.2.3

Encourage businesses to enter into agreements regarding the maintenance of alleys and coordination of activities.

Policy 3.2.4

Promote alleys as distinct commercial, historic, and cultural destinations.

4.0: PLAZAS AND PUBLIC SPACES

Goal 4.1

Downtown alleys are prioritized as pedestrian-centered public spaces that are accessible and safe for all people. Alleys are beautiful, attract people to local businesses, invite people to casually gather and socialize, and provide connections to the Bellingham multi-modal

transportation network.

Policy 4.1.1

Utility collection times and spaces are coordinated and consolidated with businesses and residents along alleyways.

Policy 4.1.2

Develop physical design of public space in coordination with community goals and standards to meet defined purposes.

Policy 4.1.3

Alleys provide a destination for users that gives them a reason to stay and enjoy the space (seating near streetlife, cafe areas, tables, greenery).

Policy 4.1.4

The implementation of plazas and public spaces into alleyways should be organic, adaptable as things change, and build upon the existing community and physical assets.

Policy 4.1.5

Alleys as public spaces embrace dynamic/modular seating, varied uses throughout the day, and temporary uses for events.

Policy 4.1.6

Alleys provide green spaces for downtown residents. Greening systems such as permeable pavement and living walls should be utilized to limit storm water runoff and provide educational and aesthetic opportunities for the community.

Policy 4.1.7

Alley amenities reflect public space desires collected through various COB planning efforts such as spillover dining, green space, and weather protection.

5.0: BEAUTY AND ART

Goal 5.1

The character of each downtown alley is primarily defined by those that use it most. Downtown alleyways display cohesive characteristics that differentiate them from regular streets as well as enrich the character of the “mini-district” or larger urban village around them.

Policy 5.1.1

Encourage public input to establish commissioned artworks developed by local artists to reflect the varied styles and cultures of Bellingham, prioritizing those that are historically underrepresented.

Policy 5.1.2

Ensure consistent lighting throughout downtown alleyways, utilizing string lighting already in place, low lighting, and non-streetlamps to differentiate alleyways from main streets, and provide safety.

Policy 5.1.3

Alleys provide additional space for downtown arts events, such as the Downtown Sounds concert series, downtown Art Walk, etc.

Policy 5.1.4

Promote alley identity as ‘mini-districts’ or urban villages to guide design. Each alley theme is developed with community members, business owners on the alley, and with consideration of the identified mini district theme. Brainstorming or visioning sessions could be held to get an idea of actual visual aesthetics desired by the community.

Policy 5.1.5

Local artists, community members, and schools are given the opportunity to showcase their work in alleys through public art projects like murals, installations, and stylized amenities like weather protection, utilities, and lighting.

Policy 5.1.6

Alleys should utilize thematic signage designed by local artists and other placemaking tools to make alleys noticeable and welcoming to passerbys.

6.0: COMMERCIAL ACTIVITY EXPANSION

Goal 6.1

Improve infrastructure to create a more inviting alley space in order to encourage new retail and commercial activity.

Policy 6.1.1

Improve crime prevention through environmental design within the alley spaces: adding pedestrian scale lighting, such as string lights, lamps, floor lighting; install emergency call boxes on lamp posts; provide incentives for building owners

to implement windows so that more eyes are facing the alley space; whenever possible, increase density by encouraging mixed-use infill development, with emphasis on affordable housing, to have a more general public presence in the downtown core area.

Policy 6.1.2

Increase the appeal of the alley space to the general public with pedestrian scale amenities such as: street furniture, benches, tables to eat or rest at; planting native or fast growing vegetation in raised garden beds; implementing vertical green walls and other green rain management infrastructure; local and meaningful art or sculpture works; repaving alleyway surfaces to mark the shift to general pedestrian space rather than a car-oriented space; repaving alleyway surfaces with materials that made it more ADA accessible.

Goal 6.2

Support the needs of existing residents and business owners in the downtown core.

Policy 6.2.1

Involve local community members in planning for alley use through: stakeholder interviews, reaching out to focus groups, holding public forums, hosting design competitions.

Policy 6.2.2

Provide accommodations for temporary vendors to operate small scale retail businesses as a means to increase their patronage and exposure, especially for vendors without physical store locations, or those located outside of the downtown core area.

Policy 6.2.3

Provide incentives for existing downtown businesses to improve upon their architectural building features of their retail space to front alleyways.

7.0: SOCIAL JUSTICE CONSIDERATIONS

Goal 7.1.1

Promote diverse forms of artwork within alleyways that is culturally relevant, historically oriented, and community-focused.

Policy 7.1.1

Encourage local artists, architects, engineers, and other designers to contribute input for alleyway improvements.

Policy 7.1.2

Encourage art pieces that are indicative and meaningful to city locals, neighborhood culture, as well as contemporary and past history.

Policy 7.1.3

Encourage the addition of art or sculpture works as socially interactive elements in alley redevelopment.

Goal 7.2

Address community members in need and disenfranchised community members through our use of alley space.

Policy 7.2.1

Provide alleyway space as temporary locations for soup kitchens or to provide for food pop-ups that mitigate against hunger in struggling communities with less access to those resources.

Policy 7.2.2

Encouraging and incentivizing local restaurants to participate in meal trains for community members in need of hot meals.

Policy 7.2.3

Evaluate ways to provide safe temporary homeless sleeping shelters through use of protective shelter pop-up designs to be used after business hours or in inclement weather.

Policy 7.2.4

Encourage local Native American tribal members, by means of a collaborative partnership with the City of Bellingham, to access alley space for temporary retail stands selling locally harvested seafood, arts and crafts, or other items as a way to foster tribal member economic opportunities.

Goal 7.3

Minimize negative outcomes of gentrification resulting from the implementation of development projects.

Policy 7.3.1

In regards to redevelopment of properties or businesses that are aesthetically and culturally significant, evaluating requirements for developers to: preserve or match the existing character of the downtown buildings; where redevelopment of a property occurs, provide opportunities for business occupants that may be displaced to lease newly developed commercial space with preferential rental rates comparable to their pre-development rates, as a first option.

Policy 7.3.2

Create tax incentives for property or business owners abutting alleyway space that result in: encouraging more diverse housing options, increased construction of affordable multi-family housing units, physical improvements of buildings to increase public attraction.

Policy 7.3.3

All new development must adhere to urban village guidelines and be mixed-use.

8.0: ENVIRONMENTAL RESOURCES

Goal 8.1

Stormwater runoff into Whatcom Creek and Bellingham Bay is reduced by stormwater management efforts within downtown alleys.

Policy 8.1.1

Add rain gardens to locations that can accommodate rain gardens in or adjacent to the alley right of ways that are not being utilized.

Policy 8.1.2

All landscape beds installed in alleys should have proper drainage, with no impervious surface foundations.

Policy 8.1.3

At the entrances to alleys, add bioswale curbs where appropriate.

Goal 8.2

Urban heat island reducing measures exist within downtown alleys.

Policy 8.2.1

Incentivize the installation of green roofs on buildings adjacent to alleys.

Policy 8.2.2

Install awnings and coverings to provide shade and protection from rain in alleys.

Policy 8.2.3

Incentivize the installation of light-colored solar reflective roofing on buildings adjacent to alleys.

Goal 8.3

Natural resources are utilized to harvest energy in downtown alleys.

Policy 8.3.1

In alleyways that are natural wind tunnels, incentivize the installation of art structures that double as energy generation by the wind.

Policy 8.3.2

Incentivize the installation of solar panels to roofs adjacent to alleys.

Policy 8.3.3

Install lighting fixtures in alleyways that are charged with solar panels.

Goal 8.4

Alleys are visually appealing and clean green spaces.

Policy 8.4.1

Incentivize the installations of green facades and living walls.

Policy 8.4.2

Install planter boxes in unused space without impeding on the roadway.

Policy 8.4.3

Add hanging plants to light posts.

Policy 8.4.4

Increase the number of street trees at the entrances of alleyways, where feasible. Make sure to maintain the design standards that no street tree will be over 10 ft. tall, and those above 8 ft. must be adequately staked or rooted.

Policy 8.4.5

In all added greenery systems include native plant species that are acclimated to Bellingham’s climate.

Policy 8.4.6

Encourage business owner cooperation in keeping downtown alleys clean through the removal of garbage and natural debris.

Policy 8.4.7

Encourage dumpsters to be used by multiple users with designated enclosed collection areas.

Policy 8.4.8

Increase the frequency of trash collection in a week to decrease the number of garbage bins needed in Downtown alleys.

Policy 8.4.9

Implement green art plazas.

Goal 8.5

Downtown alleys are full of art that is educational to the public on environmental concerns.

Policy 8.5.1

Utilize art installations that are powered or activated by natural resources such as wind, rain, or sun.

Policy 8.5.2

Add environmental education signage as fitting.

Goal 8.6

Downtown alley projects have been facilitated with a rating system and guidelines from sustainable project resources.

Policy 8.6.1

Apply principles in sustainable design such as LEED-ND, EcoDistricts, Greenroads, Living Community Challenge, etc when revitalizing alleys.

9.0: PEDESTRIAN AND BICYCLE CONNECTIVITY

Goal 9.1

Downtown alleys are targeted corridors serving as bicycle or pedestrian connections.

Policy 9.1.1

“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.” (Downtown Subarea Plan, 2014)

Policy 9.1.2

Extend bike lane infrastructure into the alleys to bypass busy streets. Apply distinct surfacing in alley corridors to indicate bike areas in alleyways.

Policy 9.1.3

Incentivize businesses adjacent to the alleys to open storefronts and windows facing the alleys to improve accessibility and make alleys a more attractive and inviting place.

Goal 9.2

Downtown alleys are designated spaces and routes for pedestrian travel and diverse activity.

Policy 9.2.1

“Accommodate all users of all users of alleyways and support businesses adjacent to alleyways.” (Downtown Subarea Plan, 2014) Accommodate a wide variety of user groups access to alleys along with adjacent business access

Policy 9.2.2

“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.” (Downtown Subarea Plan, 2014)

Policy 9.2.3

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, by managing the times of day when deliveries occur (Downtown Subarea Plan, 2014).

Policy 9.2.4

Incentive the National Register of Historic Places to create historic spaces and trails in alleyways to increase connectivity, as well as historic aesthetics and heritage.

Goal 9.3

Downtown alleys are clean, safe, and accessible to increase user confidence and usage.

Policy 9.3.1

Improve gaps in the sidewalk, bicycle, and multi-use trail networks, including alleys, between Downtown, the surrounding neighborhoods, and the Waterfront District. (Downtown Subarea Plan, 2014)

Policy 9.3.2

Additional lighting features in alleyways, at intervals, and replace lighting with LED lights to incentivize more pedestrian traffic through alleys and ensure public safety.

10.0: BEAUTIFICATION OF UTILITIES

Goal 10.1

Utilities including solid waste disposal, recycling, AC units, or electric boxes are organized for minimal visibility and/or are utilized in an aesthetically pleasing way.

Policy 10.1.1

Businesses should minimize the appearance of utilities, such as AC units and trash cans. For downtown alleys, businesses should take steps to make these less visible with strategies such as attractive fencing (City Center Design Guide).

Policy 10.2.2

Businesses should coordinate together to condense garbage cans into one large dumpster to take up less space and declutter the alley.

Policy 10.3.3

Large dumpsters or electric boxes can be utilized for displaying local art or educational graphics.

11.0: GARBAGE/WASTE COLLECTION

Goal 11.1

Garbage in downtown alleys is condensed into a few receptacles and does not take up too much alley space.

Policy 11.1.1

Businesses and landlords should opt to share large dumpsters instead of having individual, small trash cans.

Policy 11.1.2

In order to decrease the amount of garbage cans or size of dumpsters, businesses and landlords should increase the frequency of garbage pickup.

12.0: SAFETY/ACCESS FOR UTILITY VEHICLES

Goal 12.1

Access for utility/delivery/emergency vehicles is unobstructed during operating hours.

Policy 12.1.1

Alleys should facilitate the ease of access of trucks and other freight or emergency vehicles by ensuring that any obstructions are either moved or removed during operating hours.

Policy 12.1.2

Alleys may be restricted for traffic during non-delivery hours to accommodate outdoor seating for the surrounding businesses or for other events and purposes.

13.0: CONNECTIVITY TO APPROVED FIRE ACCESS ROADS

Goal 13.1

Alleys assure proper connectivity so that fire apparatus access roads are within reach (150ft) of all sides of the buildings

Policy 13.1.1

“Approved fire apparatus access roads must maintain an unobstructed minimum width of 20 feet and an unobstructed vertical clearance of 13.5 feet” (17.20.030 IFC Chapter 5).



3.0 Study Methodology and Analysis



3.1 S.W.O.T Analysis: Alleys 1-3

Criteria	Strengths	Weaknesses	Opportunities	Threats
Environment				
Weather	<ul style="list-style-type: none"> Mild sun Above 90F every few years Daily temperatures rarely go below freezing Average wind speeds are generally calm throughout the year It snows an average of 1.8 days/year 	<ul style="list-style-type: none"> Rains around 168 days of the year, adding up to around 36" annually Very humid months; Highest: October (74%), Lowest: April (61%) Receives around 8 hours of sun in winter season Sunny only 40% of the year 	<ul style="list-style-type: none"> Heat lamps (temperature) String lights (solar exposure) Canopies/awnings (rain) 	<ul style="list-style-type: none"> Climate Change Increased precipitation Increased cloud cover Increasing development and added stories decreases sun exposure in alleys
Permeable Pavement	<ul style="list-style-type: none"> Permeable pavement exists in some areas downtown, can be easily expanded through various development efforts Many alleys need repaving 	<ul style="list-style-type: none"> Alleyways currently consist of broken or impervious pavement. No evidence of current permeable pavement in alleys 	<ul style="list-style-type: none"> Cheaper than regular asphalt Reduces the rate and quantity of stormwater runoff Recharges the groundwater Filters silt and other debris 	<ul style="list-style-type: none"> Maintenance an cost associated Road closure during construction (could be hindrance for businesses who use alleys for various uses)
Rain Gardens	<ul style="list-style-type: none"> Flexible implementation Improve local ecology 	<ul style="list-style-type: none"> No rain gardens in alleyways currently Minimal impact 	<ul style="list-style-type: none"> Stormwater runoff mitigation and filtration Incorporation into art pieces 	<ul style="list-style-type: none"> Space constraints Maintenance requirements
Green Art	<ul style="list-style-type: none"> Alleys receive a lot of wind Region receives frequent, low intensity rain Some green art already exists downtown 	<ul style="list-style-type: none"> Certain designs are only function certain times/days of the year 	<ul style="list-style-type: none"> Wind activated sculptures Rainwater recycling installations These installations add to the aesthetics of alleys and create educational opportunities and foster a deeper connection to nature 	<ul style="list-style-type: none"> Costly Space constraints Maintenance requirements
Green Alleys	<ul style="list-style-type: none"> Psychological + aesthetical benefits Adds identity to a building Simple to implement vertical greenery in a variety of locations with space restraints 	<ul style="list-style-type: none"> Needs more research for stormwater benefits Limited amount of solar exposure in some alleys 	<ul style="list-style-type: none"> Filters toxins and can improve air quality Vertical greenery helps with noise reduction Art and education 	<ul style="list-style-type: none"> Cost Maintenance Debris Planter boxes can add to space constraints

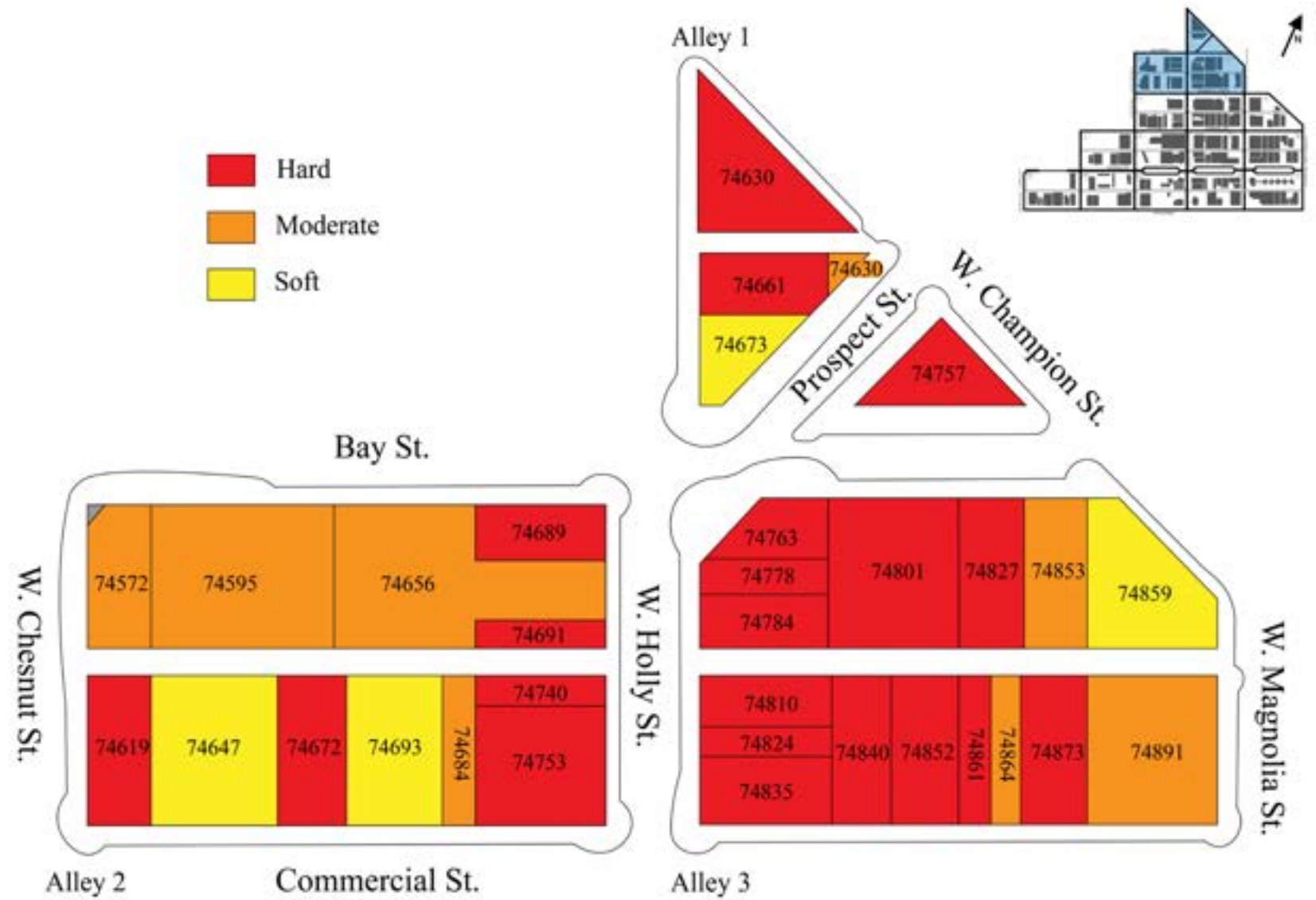
Criteria	Strengths	Weaknesses	Opportunities	Threats
Land Use				
Commercial Concentration	<ul style="list-style-type: none"> Provides open space within these parking lots adjacent to the alleys along with certain density's of buildings (mixed-use) commercial on ground floor and mixed-use residential/offices above that is already required 	<ul style="list-style-type: none"> Having a centralized concentration of commercial lots within downtown leads to the outskirts (mostly residential), not being able to be within walking distance 	<ul style="list-style-type: none"> With this many stores and restaurants, there will be plenty to attract and sustain steady influx of consumption, ultimately boosting business 	<ul style="list-style-type: none"> Infill development is limited in the northwestern part of town because of physical and landscape barriers. ex. vicinity to train tracks, Chestnut Street, Brown Field between Holly and Chestnut
Occupations	<ul style="list-style-type: none"> Job growth for professional jobs are increasing -faith life 	<ul style="list-style-type: none"> A polarization in jobs. there are people making more money in which adjust the income increase, not everyone is increasing 	<ul style="list-style-type: none"> There could be workshops or classes available for those looking to develop more professional skills to offset any polarization 	<ul style="list-style-type: none"> N/A
% of Income for Gross Rent	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Bellingham has the highest percentage between the three areas (WA, Whatcom and Bellingham) of renters paying 30% or more of their income on rent This does not follow the comp plan goal of "GOAL H-2 " Foster housing that is safe, healthy, livable, and affordable for all income 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Almost 50 % of Whatcom County and Washington state are paying 30% or more of their income on rent. Not realistic they can afford to visit and buy downtown if they struggle to pay rent
Vacancy	<ul style="list-style-type: none"> Low vacancy rate shows good local economy or desirable neighborhoods 	<ul style="list-style-type: none"> Greater demand on rental units can raise the rental rates 	<ul style="list-style-type: none"> Greater demand for multifamily housing opens to door for new housing/infill ideas 	<ul style="list-style-type: none"> Greater demand on rental units that raise rental rates will increase overall renters paying 30% or more Creating a housing poor area
Tranportation				
Formal Pedestrian	<ul style="list-style-type: none"> The urban core has ample sidewalk widths. Many sidewalks are marked with signs or reflective paint, and have bulb-outs to protect pedestrians. A majority of downtown streets have low speed limits, allowing for safe pedestrian mobility 	<ul style="list-style-type: none"> The outlying areas of downtown lack sidewalks or ample sidewalk widths The low speed limits in downtown leads to a lower level of automobile agency 	<ul style="list-style-type: none"> Expand sidewalk widths. Mark or remark sidewalk crossings that require it Conduct research into ring roads / through streets to direct traffic around downtown instead of through it 	<ul style="list-style-type: none"> Future road expansions / lane additions will hinder sidewalk width and bike lane additionsvv

Criteria	Strengths	Weaknesses	Opportunities	Threats
Informal Pedestrian	<ul style="list-style-type: none"> Alleyways in downtown are consistent and connected, following the core block pattern 	<ul style="list-style-type: none"> The alleys are not a formal pedestrian thoroughfare, so there are no formal street crossings going into or coming out of them 	<ul style="list-style-type: none"> Potential for future development of stores, restaurants, courtyards, or open plazas along newly developed alleyways 	<ul style="list-style-type: none"> Loss of parking Lack of funding for alley development / revitalization Displacement of homeless persons
Bike / Multi Modal	<ul style="list-style-type: none"> There is ample bike parking in the urban core Many arterial and side streets have bike lanes or bike infrastructure 	<ul style="list-style-type: none"> The majority of bike racks in the urban core are insecure and prone to bike theft The bike infrastructure network is fragmented; some streets are dangerous for bikes 	<ul style="list-style-type: none"> Create high quality bike parking to increase user confidence and ridership Complete the urban bike network to increase user confidence, safety, and bike ridership 	<ul style="list-style-type: none"> Cost of maintenance and implementation
Public Transit	<ul style="list-style-type: none"> Interconnectivity of bus routes ensures ease of travel Public transit is accessible to all demographics Many bus stops provide seating and shelter from weather conditions 	<ul style="list-style-type: none"> Some pedestrians are unable to use public transit because the routes are too far from their residence 	<ul style="list-style-type: none"> Research how the city could provide transit for those who are too far from public transit stops to use public transit Improve lower quality bus stops to encourage ridership 	<ul style="list-style-type: none"> If public transit issues aren't solved, auto dependence will increase Cost of improvements and maintenance
Automobile	<ul style="list-style-type: none"> The COB highlights the need to reduce auto dependence in their CP and DP, and increase the use of SOV multimodal transit (bikes, scooters, etc.) Current downtown parking supply can support growth until 2036 	<ul style="list-style-type: none"> Many Bellingham residents still commute downtown using automobiles. This creates many problems like increased carbon footprint and increased accidents Downtown streets are dominated by automobile infrastructure 	<ul style="list-style-type: none"> Alleys could be developed to be a safer and more efficient means of transporting non-automobile traffic Parking lot or "dead space" redevelopment could lead to increased economic prosperity 	<ul style="list-style-type: none"> Some Bellingham residents might push back on any plans to disincentivize the use of automobiles. (Samish lane decrease, decreased parking) Decreasing the availability of parking may disproportionately affect lower income residents more than higher income ones

Criteria	Strengths	Weaknesses	Opportunities	Threats
Urban Morphology				
Single Loaded	<ul style="list-style-type: none"> Empty lots provide parking for adjacent homes and businesses Allows more sunlight into the alley 	<ul style="list-style-type: none"> Spaces are only used during certain hours of the day and vacant at other times 	<ul style="list-style-type: none"> Better utalize open space for the public such as expanded outdoor seatingm temporary meeting and event spaces, or infil 	<ul style="list-style-type: none"> New development should match the character of previous development on the alley
Double Loaded	<ul style="list-style-type: none"> Creates a strong definition of space and slows auto traffic to a safer speed for pedestrians Building heights and orientation allow for maximum sun exposure More eyes on the street from upper residential uses Promotes higher density 	<ul style="list-style-type: none"> Many of these double loaded areas are still short buildings The few instances of taller buildings makes the space feel confined Without setbacks, garbage collection, deliveries, auto, and pedestrian traffic are all subject to the same space 	<ul style="list-style-type: none"> Infill opportunity in areas where buildings are shorter Introduce pedestrian scale features such as windows, doors, art, and greenery to make taller buildings feel more inviting. Limit delivery and auto traffic hours 	<ul style="list-style-type: none"> Many businesses are not responsible for delivery timing and might be hesitant to diminish auto traffic opportunitiesv
Setbacks	<ul style="list-style-type: none"> Ample parking lot space along alleys 2 and 3 Quite a few commercial setbacks that are being used for parking on alley 2 Setbacks allow for garbage receptacles to be removed from the right of way and widen the usable space of the alley 	<ul style="list-style-type: none"> Decreases definition of alley and increases auto traffic in the alley More parking on the alley promotes more driving in the alley which is unsafe for pedestrians 	<ul style="list-style-type: none"> Provide space for future infill as well as outdoor event space Transform parking spaces that are in setbacks behind businesses into public space and block off auto access to alley from adjacent parking lots to make auto traffic more predictable for pedestrians 	<ul style="list-style-type: none"> N/A
Society & Culture				
Murals and Wall Art	<ul style="list-style-type: none"> Plenty of artwork, through various styles, already in the alleyways can be used to advertise local businesses and sights to see within Bellingham Can add a fun and colorful space to Bellingham 	<ul style="list-style-type: none"> Art could be in a style that businesses don't like, or be considered a "distasteful" style 	<ul style="list-style-type: none"> Provide a central alley theme based on history, local input, and businesses Provide opportunities for local artists Creates a fun and creative space for all individuals 	<ul style="list-style-type: none"> Potential of graffiti to be hateful in nature Difficult to keep the artwork maintained
Character	<ul style="list-style-type: none"> Many of the businesses have frontage/ access to the alley Alleys 2 and 3 are well paved Some of the businesses and parking lots along the alley have sufficient lighting Alleys 1 and 3 end on crosswalks which allow for better connectivity to other blocks which isn't common for alleys 	<ul style="list-style-type: none"> Most of these doors are used for deliveries and business access only Alley 1 has poor paving and it is significantly sloped The alleys themselves have poor lighting 	<ul style="list-style-type: none"> Businesses that have alley frontage could accommodate pedestrian access Repaving the alleyway would make it more pedestrian friendly and provide for pedestrian centric space Consistent lighting schemes could include sconces, string lights, overhead lights. 	<ul style="list-style-type: none"> Increasing alley usage could incentivize better use of alley access Repaving is expensive

Criteria	Strengths	Weaknesses	Opportunities	Threats
History / Historical Evidence	<ul style="list-style-type: none"> For some alleys, natural historical context due to the old railroad tracks Historic buildings already exist near alleys, such as the Mount Baker Theatre 	<ul style="list-style-type: none"> Depending on what the subject is, can be considered ""old"" and out of date with the style of the buildings nearby Little to no representation of Native American history 	<ul style="list-style-type: none"> Potentially plaques or murals can be created, describing the history of the trains in Bellingham, or the city itself will attract people to visit more. Potential of historical themed alley could bring in tourists and visitors that can help expand the knowledge of Bellingham as well as provide a boost to foot traffic for local businesses 	<ul style="list-style-type: none"> People may not find the history as an interesting topic or use of the alley Must make sure that history is accurate, and is acceptable to all groups within the Bellingham area Historic buildings tend to not be updated for everyone to access into it, as well as can be unappealing if not well kept
Alley Way Culture	<ul style="list-style-type: none"> Practical space for useful services for businesses and residence like parking, deliveries, waste bins, and traveling 	<ul style="list-style-type: none"> Seen as a space that is equal to a road, only for travel, shipments, and disposal of waste Has potential to be used as areas for illegal activities, because it is not well monitored Not to be used as a way of transportation if it is dark out, regardless if it is well lit "Normal" upkeep is nonexistent 	<ul style="list-style-type: none"> Local community gatherings and special events Have the community decided the theme of each alleyway and have local businesses have the option to put outdoor seating in these alleys Have one or two alleyways be a safe area for those experiencing homelessness to rest, relax, and eat in safety Extension of trails that can also be green spaces that eventually lead to other trails in the area 	<ul style="list-style-type: none"> People have a stigma against alleyways as dirty and dangerous locations Need to show and teach citizens of various benefits that alleys can provide
Live Performances	<ul style="list-style-type: none"> Citizens already naturally preform, drawing in pedestrians and can help businesses 	<ul style="list-style-type: none"> There is no proper stage or space for a group to perform Lack of lighting in terms of both stage lights as well as lights for audiences to be able to easily access the alleyway 	<ul style="list-style-type: none"> Live performances can be endorsed in from businesses as a way to draw in people Can be used by local bands to promote themselves, as well as new developments within alley planning, as well as the downtown area itself 	<ul style="list-style-type: none"> Some businesses may not like the live performances, both due to the noise and potentially crowds blocking their entrances or street space

3.1 Hard & Soft Capacity Analysis Map: Alleys 1-3



3.1 Capacity Analysis Spreadsheet: Alleys 1-3

Alley 1										
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Value Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74630	8,979	Mixed Use (Oakland Building, Seifert & Jones, Vintage360, Bellingham Bay Collectables, and Old Town Cafe)	Bellingham Housing Authority	\$406,485	\$2,270,016	5.58	Hard	N/A	N/A	All businesses except for Seifert & Jones Wine are closed temporarily or permanently
74661	5,385	Off/Ret (Rocket Donuts and Ernsts & Neaton)	SD Commercial LLC	\$286,875	\$681,518	2.38	Hard	N/A	N/A	Businesses are completely closed and the building is under construction.
74673	0	Mixed Use (Marrano's Chicago Food)	SD Commercial LLC	\$216,855	\$6,193	0.03	Soft	Mixed use infill or small public open space (Plaza or an area to expand outdoor seating of nearby restaurants)	4,290	N/A
74674	609	Commercial	SD Commercial LLC	\$33,750	\$0	N/A	Moderate	Mixed use/retail oriented toward the alley rather than the street	600	No stated improvement value, however there is retail/commercial space on the lot (although it is currently vacant). Most of the parce are stairs to the basement under the retail.
Alley 2										
74619	6,886	Legal	Tarkin LLC	\$378,125	\$766,747	2.03	Hard	N/A	N/A	While there is a parking lot on the parcel, the building is new enough that it should be considered a hard site

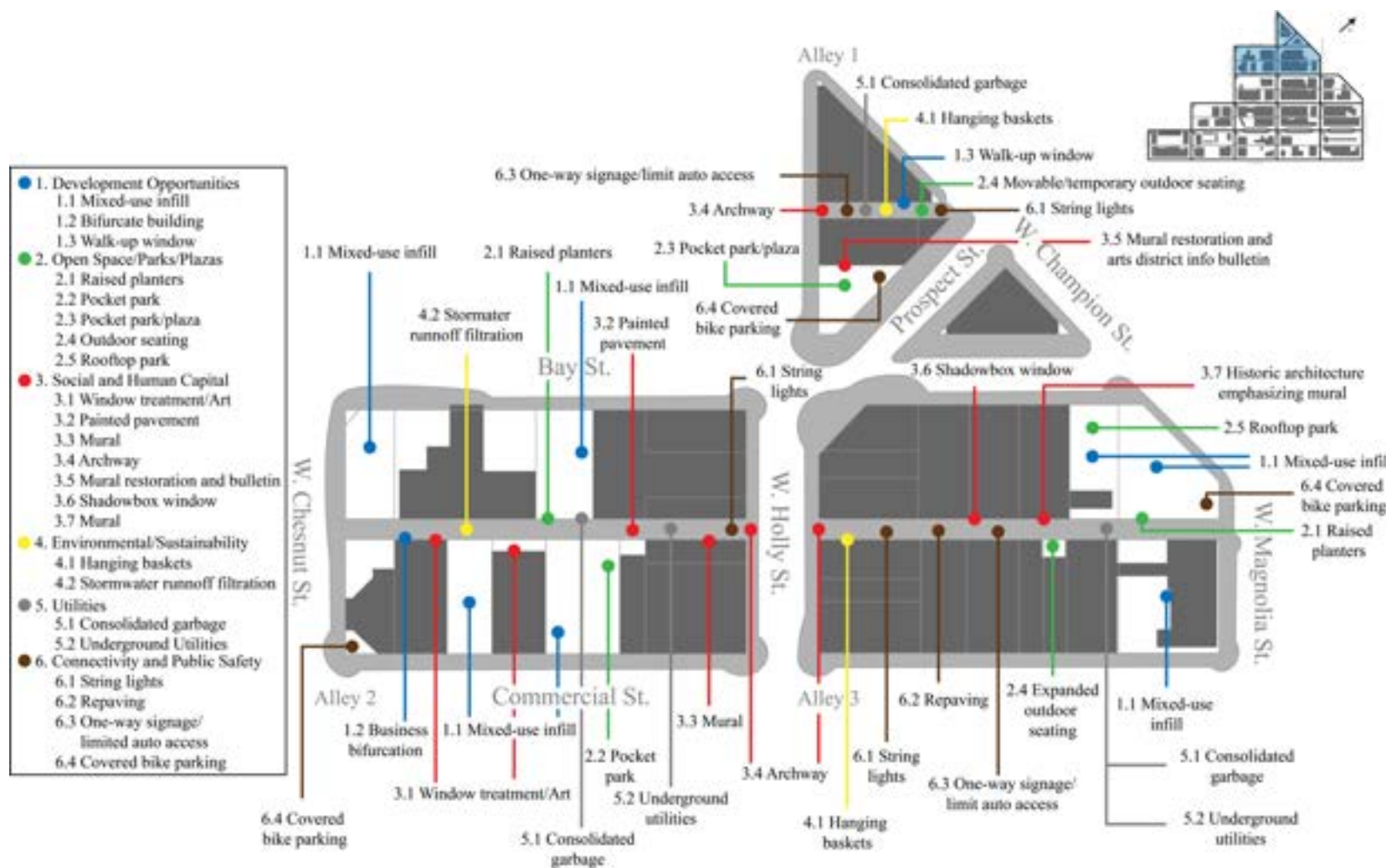
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Value Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74647	13,383	Other RET TRD (TRICO)	Waypoint Views LLC	\$601,875	\$561,396	0.93	Softv	Employee oriented use (mixed use)	Up to 5,000	Currently has one of the TRICO offices as well as a customer/ employee parking lot
74672	7,261	Other RET TRD (TRICO)	Waypoint Views LLC	\$326,250	\$624,266	1.91	Hard	N/A	N/A	N/A
74693	10,324	Auto Parking (TRICO)	Waypoint Views LLC	\$475,761	\$11,586	0.02	Soft	Mixed use infill	10,000	Customer and residential parking
74684	3,444	Eng/Arch Ser	Mystic Rhythems LLC	\$258,000	\$595,319	2.31	Moderate	Bifurcation/small infill that will serve the same purpose in the set back. Could also introduce a separate business that does not have a brick and mortar location.	Up to 500	High density building of at least three stories, but has parking in the rear on the alley which could be used differently.
74572	6,717	Commercial	City of Bellingham Finance Department	\$6,000	\$0	0	Moderate	Outside vendors (food truck or event activities)	Less than 1,000	Only a small parking lot exists, but the parcel is a multistory drop to an underpass so it isnt easily developed.
74595	19,379	Commercial (The Upfront Theater, McAdams / Shaw Family Trust)	McAdams / Shaw Family Trust	\$615,000	\$928,567	1.51	Moderate	Mixed use infill or small public open space or patio area for guests of the theater	2,000	Has open parking spaces (oriented toward street not alley) that could be used for future infil.
74656	20,516	Medical (Compass Health)	Hall Properties LLC	\$820,000	\$2,177,535	2.66	Moderate	Mixed use infill	8,000	Has two large four story mixed use buildings, but there is infil opportunity because there is also a parking lot for residents on the parcel as well.

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Value Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74753	10,997	Mixed Use (Belle Bridal and Formal Shoppe, other multiple businesses)	Whatcom Investments	\$550,000	\$1,539,667	2.80	Hard	N/A	N/A	N/A
74740	2,752	Mixed Use (Angel Nails and Spa)	ANB MALTD	\$192,500	\$251,267	1.31	Hard	N/A	N/A	N/A
74691	2,745	Mixed Use (Black Sheep Bellingham)	Hall Properties LLC	\$192,500	\$496,782	2.58	Hard	N/A	N/A	N/A
74679	5,505	Mixed Use (Bellingham Hardware Gallery)	Canoe Street LLC	\$302,500	\$873,416	2.89	Hard	N/A	N/A	N/A
74679	5,505	Mixed Use (Jack's Speakeay Chamber / Tranquil Massage)	Canoe Street LLC	\$302,500	\$873,416	2.89	Hard	N/A	N/A	N/A
74891	13,763	Mixed Use (Commercial Street Association LLC)	Commercial Street Association LLC	\$687,500	\$1,232,108	1.79	Hard	N/A	N/A	N/A
Alley 3										
74859	10,234	Auto Parking	Bay Street Holdings LLC	\$410,800	\$6,659	0.02	Soft	Mixed use infill	10,000	Parking lot for Faithlife employees
74861	3,441	Mixed Use (Brandywine Kitchen)	Idobtidont LLC	\$206,220	\$615,330	2.98	Hard	N/A	N/A	N/A

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Value Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74864	3,443	Mixed Use (Uisce Irish Pub)	Idobtidont LLC	\$206,220	\$575,076	2.79	Moderate	Bifurcation/small infill that will serve the same purpose in the set back. Could also introduce a separate business that does not have a brick and mortar location.	600	Mixed use building with a large setback from the alley. Setback not currently used for parking so the space is very underutilized.
74891	13,763	Other Bus (Faithlife Tech)	Commercial Street Association LLC	\$687,500	\$1,232,108	1.79	Moderate	Combination of mixed use infill and general public open space	Up to 14,000	Almost half of the parcel is a parking lot for faithlife employees. As many people of this tech company are working from home, they may reconsider their need for employee parking in the future.
74821	2,747	Retail (Musicians Center)	Bay Street Holdings LLC	\$192,500	\$344,731	1.79	Hard	N/A	N/A	N/A
74810	5,506	ENT Retail (Wild Buffalo House of Music)	Holly Street Holdings LLC	\$275,000	\$514,208	1.87	Hard	N/A	N/A	N/A
74763	4,099	Mixed Use (All City Bail Bonds)	Breier Scheetz Properties LLC	\$244,310	\$630,898	2.58	Hard	N/A	N/A	N/A
74801	13,757	Other Ret TRD (SPARK Museum)	Bay Street LLC	\$618,750	\$869,898	1.41	Hard	N/A	N/A	N/A

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Value Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74873	6,874	Other Bus Ser (US Bancorp Securities)	Commercial Street Association LLC	\$343,700	\$1,507,331	4.39	Hard	N/A	N/A	N/A
74852	6,869	Other Prof SV (Faithlife Tech)	Commercial Street Association LLC	\$309,375	\$698,156	2.26	Hard	N/A	N/A	N/A
74835	3,444	Retail	Commercial Street Association LLC	\$302,500	\$801,069	2.65	Hard	N/A	N/A	N/A
74840	5,498	Other Prof SV	Commercial Street Association LLC	\$309,750	\$789,647	2.55	Hard	N/A	N/A	N/A
74827	6,870	ENT (Pickford Movie Theater)	Whatcom Film Association	\$343,750	\$736,197	2.14	Hard	N/A	N/A	N/A
74835	5,498	Mixed Use (Jes's Barber Shop, WinkWink Botique, Bellingham Job Office, Third Planet, and Kulshan Community Land Trust)	Canoe Street LLC	\$302,500	\$801,069	2.65	Hard	N/A	N/A	N/A

3.1 Conceptual Ideation Map: Alleys 1-3



Alley 1

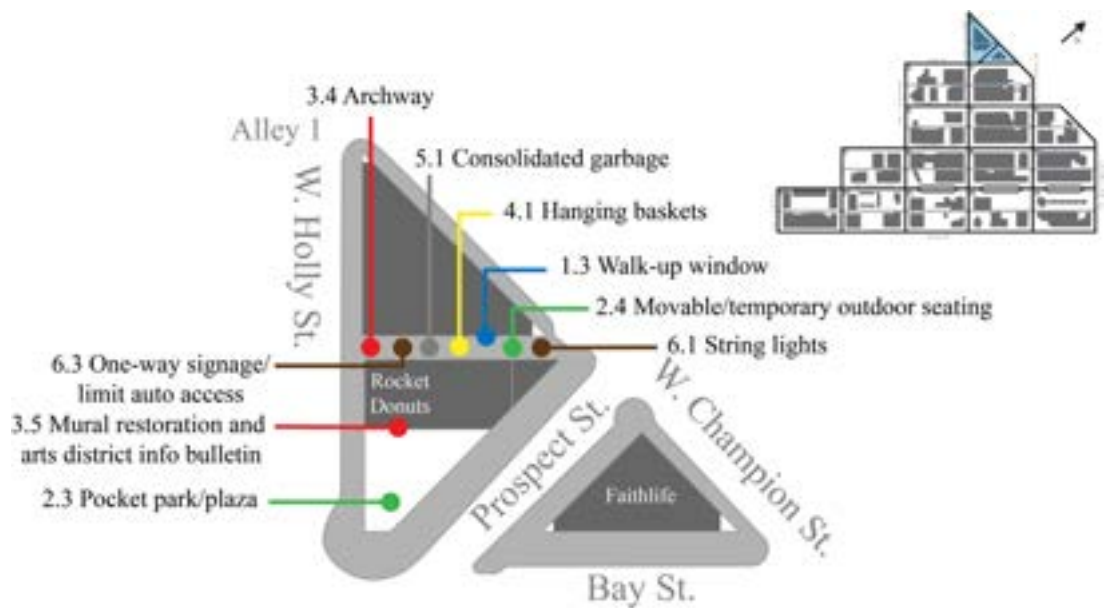


Figure 3.1.1. Alley 1 Ideation Map.

DEVELOPMENT OPPORTUNITIES

1.3. Walk-Up Window

Property #74630
 Currently this parcel is home to downtown's favorite wine shop. In this era of COVID, the wine shop has coined alley 1 as the "wine line" for their contactless shopping. By adding a walk up window on the face of this building, as seen in Figure 3.1.2, the alley can be efficiently used for shopping, food or wine tasting by allowing these services to spill out into the alley.

Figure 3.1.2. Walk-up window for a Chicago pizzeria fronting the alley. [Source](#)

OPEN SPACE / PARKS / PLAZAS

2.3. Pocket Park / Plaza

Property #74673
 Unlike the traditional pocket park outlined in Alley 2's 2.2 park, this pocket park is designed



as an upscaled outdoor seating space rather than a developed park space. This allows pedestrians a place to eat their food from one of the many restaurants surrounding the alley, and will take up even less space than a traditional pocket park saving room for other development and improvement opportunities.

2.4. Outdoor Seating

Property #74674
 In conjunction with the walk-up window, an area for outdoor seating would be suitable to this location. The alley's quirky length and solar exposure make for a great atmosphere for wine tasting, food service or a sitting area to bask in Bellingham's tiniest alley. Reusing wine barrels as stand-up tables, as seen in Figure 3.1.3, would make the downtown resemble a tiny Rome.



Figure 3.1.3. Reused wine barrels as wine themed tables and seating. [Source](#)

SOCIAL AND HUMAN CAPITAL

3.4. Archway

Property #74630 and #74661

The addition of an archway to the entrance of this alley will help create a more inviting and friendly atmosphere, drawing in pedestrian activity. In addition, it also helps to delineates this space as a formal pedestrian area. Various archway designs have been looked into, such as trellises, trefoil, cinquefoil, and ogee, all with their own character traits and design flairs based on desired character (See Figure 3.1.4). Sizing of these archways is also important, as it is essential to ensure that it does not encroach on alley width or height requirements to accommodate emergency and utility vehicle access.



Figure 3.1.4. Rendering of a suggested whiskey themed archway over an alley entrance in Prescott, AZ. [Source](#)

3.5. Mural Restoration and Bulletin

Property #74673

Downtown Bellingham already has a large number of attractive murals in various locations. However, many of these murals are in a state of decay. Restoring, or at least preserving, this historic mural is a fairly simple process and would do wonders for the aesthetic quality of the downtown area (See Figure 3.1.5). Including a bulletin board about the mural’s history as well as highlighting key pieces of information about the arts district that surrounds the alley would be of great benefit.



Figure 3.1.5. Historic mural of Bellingham on the wall of what used to be Rocket Donuts. [Source](#)

ENVIRONMENTAL / SUSTAINABILITY

4.1. Hanging Baskets

Property # 74630 and #74661

Like murals, hanging baskets increase the aesthetic quality of downtown fairly inexpensively. As seen in figure 3.1.6, hung low enough to the street to be seen but high enough to receive adequate sunlight, they create a colorful and environmentally friendly downtown aesthetic.

Local plants and wildflowers resistant to adverse climate changes should be selected to reduce long term costs, conserve water, and better

represent the character of Bellingham and the Pacific Northwest (Vine Maple, Indian Plum, Red Currant, Red Huckleberry, Salal, etc.).



Figure 3.1.6. Hanging basket. [Source](#)

UTILITIES

5.1. Consolidated Garbage

Property #74630 and #74661

The most overwhelming concern heard from business owners and their employees was improvements with the garbage and waste receptacles. Although there are only a few areas in the downtown that could accommodate trash compactors, there are still several solutions. Upgrading the size of waste bins or increasing frequency of collection would reduce the number of receptacles in the alley. It is also proposed to beautify trash cans or place them in trash corals, as seen in Figure 3.1.7. By doing that, receptacles are beautified or hidden from pedestrians view.



Figure 3.1.7. Faux stone dumpster coral. [Source](#)

CONNECTIVITY AND PUBLIC SAFETY

6.4. Covered Bike Parking

Property #74673

As this alley serves as one of the main gateways to downtown, bike parking in this area would allow users to securely lock up their bikes before venturing further on foot. Located in plain view of the street and the sidewalk and secured using high quality bike parking shelters, these shelters can be aesthetically pleasing as well as safe and secure.

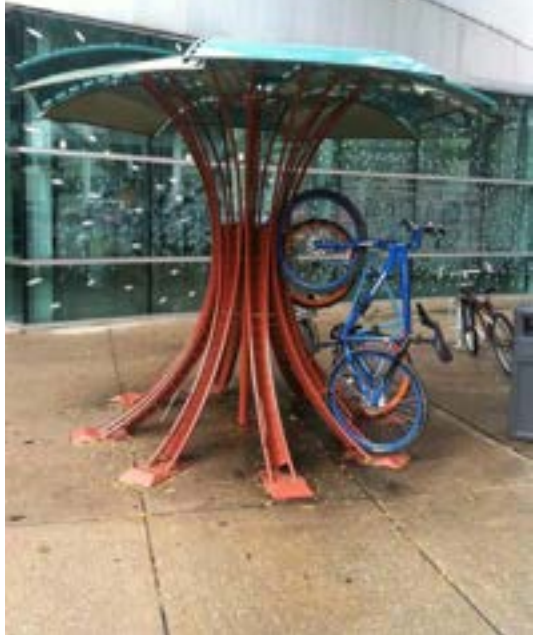


Figure 3.1.8. Artistic covered bike parking. [Source](#)

Alley 2

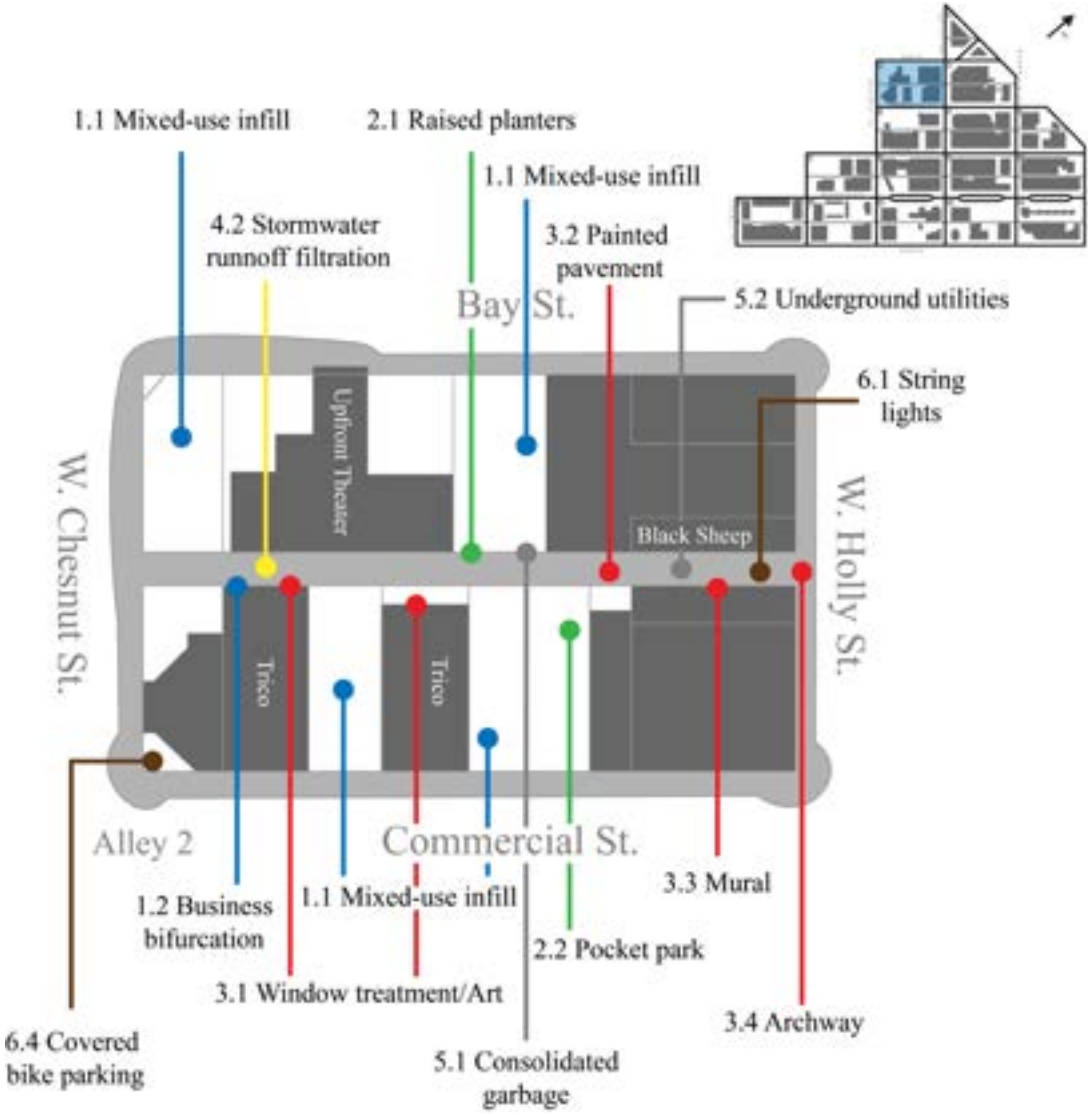


Figure 3.1.9. Alley 2 Ideation Map.

DEVELOPMENT OPPORTUNITIES

1.1. Mixed-Use Infill

Mixed use infill development has the possibility of taking many forms, and will provide a healthy boost to economic activity in the area surrounding the alley. Developed in existing deadspaces (parking lots), these developments could take the form of retail uses like shops and restaurants, commercial uses like storage or warehouses, or residential land uses, all of which could be easily accessible from the alley under this plan. This will eventually culminate in a higher density mix of functional and attractive buildings, making the area around the alley much more lively and inviting to pedestrians.

Property #74572:
This parcel is the least advantageous for mixed use infill development due to its steep elevation change compared to the surrounding city/street scape. However, this site offers opportunity for a personal transit (bikes, scooters, etc.) parking facility due to its vertical development potential, and its proximity to well trafficked bike lanes leading into and out of downtown. Later additions to this space could include another level of retail, and housing another level on top of that.

Property #74656:
A portion of this parcel currently serves as off street parking for businesses along W Holly Street. Measuring nearly 2500 square feet, the parking lot of this parcel is prime for mixed use redevelopment. A bifurcated, multi story mixed use building complete with residential and retail

uses could expand the housing stock of this area, as well as bring further attention and business to the abutting alley, while still leaving adequate space for off street parking on Bay Street.

Property #74647:
This parcel, currently home to TRICO Office Interiors, has a large section of off street parking attached to the business. Due to the high level of on street parking/parking lots adjacent to this business, redeveloping this area is an exciting and feasible endeavor.

Property #74693:
Very similar to the previous parcel, this parcel is home to Bellingham BJJ and an adjacent parking lot. This lot is the largest of our redevelopment

sites in terms of area, covering over 5000 square feet of land with 30 large parking spaces. Due to the abundance of on street parking/parking lots around this business, a mixed use development could better serve the surrounding businesses and the people of downtown. With the addition of many new mixed use buildings, underground parking can also be considered so as to not completely eliminate parking supply.

1.2. Bifurcate Building

Property #74647
New infill development as discussed in 1.1 can take the form of mixed use, multi-story buildings bifurcated by use. This is a great strategy to incorporate housing, retail, and commercial uses



Figure 3.1.10. Mixed-use infill providing a variety of frontages and uses. [Source](#)

into a single space, avoiding sprawl or single use development and maximizing the efficiency of these narrow and limited downtown parcels.

OPEN SPACE / PARKS / PLAZAS

2.1. Raised Planters

Property #74656
Cars entering the alley from adjoining parking lots can be hard to see and unpredictable to alley guests. To mitigate this unpredictability and increase safety to pedestrians and cyclists, raised planters will bring greenery to the alleys and serve to separate them from parking lots. Planters will prevent auto traffic from entering the alley while still allowing pedestrians to navigate through the space. In the long term, these parking lots will serve as infill sites, but until then, these planters will make the space more inviting and safe for alley users (See Figure 3.1.11).



Figure 3.1.11. Raised planter boxes to separate cars from pedestrian traffic. [Source](#)

2.2. Pocket Park

Property #74656

Parks and recreational activities are one of the most important aspects of an urban space, and one that has become increasingly hard to integrate and develop in recent memory. Pocket parks solve this problem by providing quality park and recreation space for downtown residents, while also having a fairly small land use footprint, usually taking up no more than a quarter of an acre (See Figure 3.1.12).



Figure 3.1.12. Jardin Edith Sanchez Ramirez pocket park in Mexico City. [Source](#)

SOCIAL AND HUMAN CAPITAL

3.1. Window Treatment / Art

Property #74647

Windows facing Alley 2 on the back of the TRICO building, a business that sells office furniture, are boarded up as the space is used for

storage. It is likely that opening up the windows into the storage area isn't going to benefit the alley, so the next technique to be implemented would be to give the boarded windows a treatment such as displays of art in order to make the alleyway more inviting.

3.2: Painted Pavement

Using the pavement as a medium for art, wayfinding or pedestrian engagement activates the alley in unconventional ways. With the proposed method of painted wayfinding the alleyway becomes a pedestrian throughway. Using painted pavement, the arts district could be connected to the developing waterfront district. It's proposed to do so in a way that is easy to navigate all while being engaging for pedestrians (See Figure 3.1.13).



Figure 3.1.13. Murals and painted pavement in Kuala Lumpur, Singapore. [Source](#)

3.3. Mural

Property #74740

Murals add character and beauty to any downtown area they're painted in. Murals are also fairly inexpensive when compared to other social and human capital improvement strategies and help show the unique character of Bellingham better. This mural could show/reflect Bellingham's history, character, or unique design features and uses included in the long term image of the alley.

3.4. Archway

Property #74691 and #74740

See Previous Section: Alley 1, Social and Human Capital 3.4.



ENVIRONMENTAL / SUSTAINABILITY

4.2. Stormwater Runoff Filtration

Alley 2 sits at a convenient location in proximity to the bay and geographically at a low elevation site. This makes this site the ideal location to redirect stormwater runoff into a water quality vault. It would connect from Holly Street, down alley 2 into W Chestnut St. downstream. This vault will be equipped with filters that will clean the stormwater runoff, sending clean water into the bay free of pollutants such as phosphate and nitrogen.

UTILITIES

5.1. Consolidated Garbage

Property #74656

See Previous Section: Alley 1, Utilities 5.1

5.2. Underground Utilities

In alley 2, where repavement is proposed during the installation of the stormwater runoff filtration, it is also suggested to move utility wires and boxes underground, to clean up the appearance of the alley. This will help remove the industrial-look of the alley and make it more inviting for pedestrians to inhabit the alley instead of it being seen as purely for utility purposes (See Figure 3.1.14).

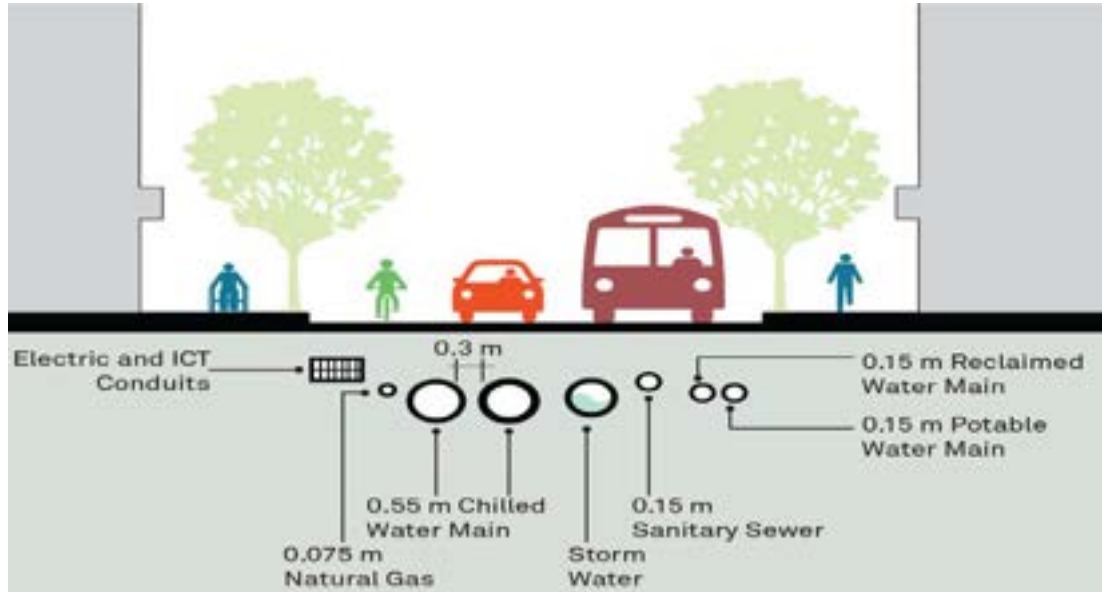


Figure 3.1.14. Underground utilities diagram. [Source](#)

CONNECTIVITY AND PUBLIC SAFETY

6.1. String Lights

Lighting is the biggest indicator of safety in most pedestrians' minds. At the moment, most of the alleys in downtown Bellingham lack adequate lighting resulting in the perception of being unsafe. Adding string lighting will not only increase user confidence and safety but will also combine to create a more uniform and interesting downtown space. The plan recommends using Edison bulbs, as they are brighter and more attractive than traditional LED lighting (See Figure 3.1.15).



Figure 3.1.15. String lighting. [Source](#)

6.4. Covered Bike Parking

Property #74619

See Previous Section: Alley 1, Connectivity and Public Safety 6.4

Alley 3

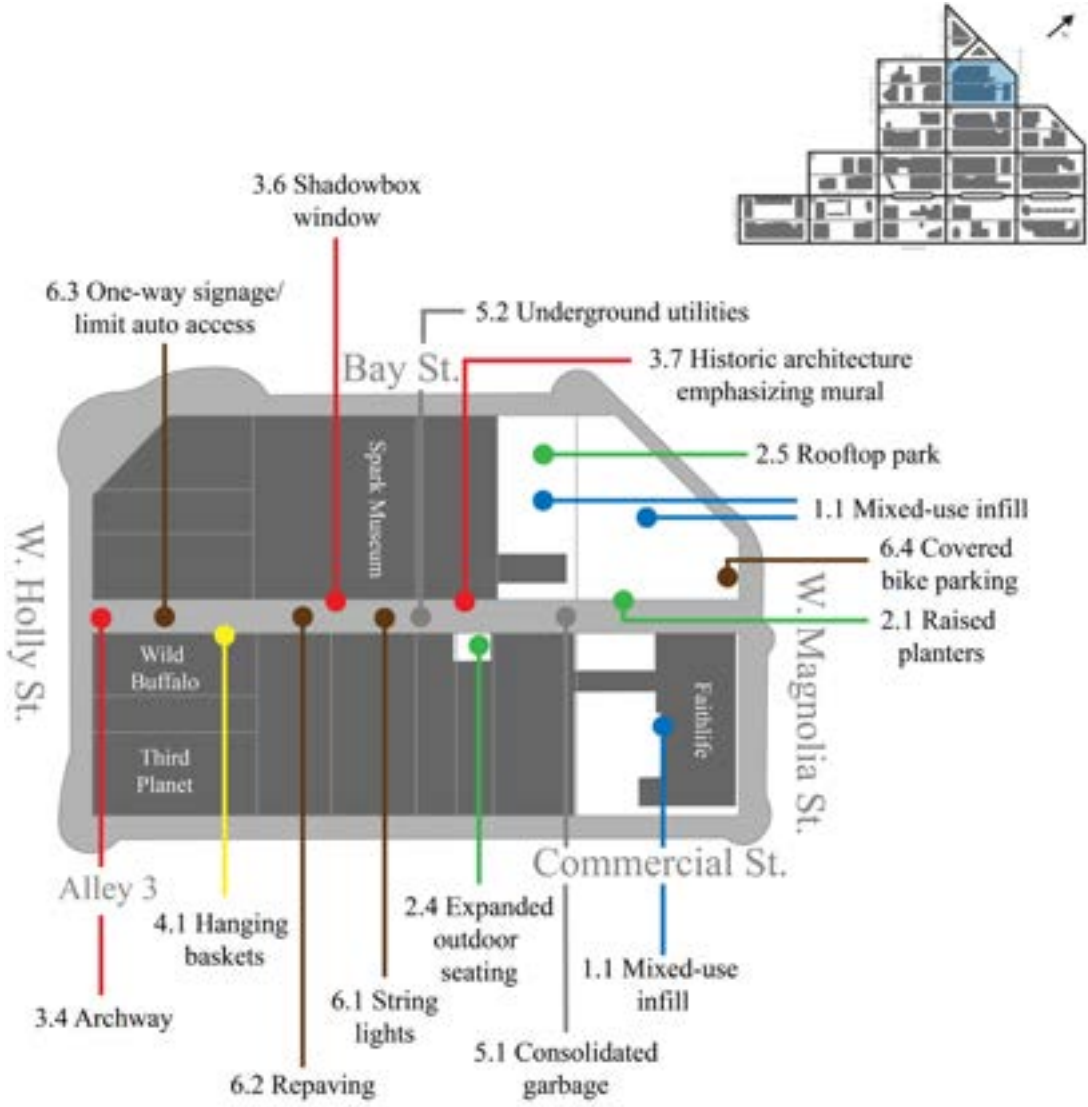


Figure 3.1.16. Alley 3 Ideation Map.

DEVELOPMENT OPPORTUNITIES

1.1. Mixed-Use Infill

Property #74859
 Mixed use infill development has the possibility of taking many forms, and will provide a healthy boost to economic activity in the area surrounding the alley. Developed in existing deadspaces (parking lots), this development could take the form of retail uses like shops and restaurants, commercial uses, or residential land uses, all of which could be easily accessible from the alley under this plan. This will eventually culminate in a higher density of functional and attractive buildings, making the area around the alley much more inviting to Bellingham residents and tourists.

OPEN SPACE / PARKS / PLAZAS

2.1. Raised Planters

Property #74859
 See Previous Section: Alley 2, Open Space/Parks/Plazas 2.1

2.4. Outdoor Seating

Property #74864

Behind Uisce, the Irish Pub, there is a small pocket of space that currently houses a vehicle and uninviting signs to ward off loitering. What is proposed to replace that area is some outdoor seating that could help cater to those walking in the alley who fancy a drink or meal as seen in Figure 3.1.17. There is an upstairs section as

well that is proposed to be converted to bar-style seating so those who dine there can overlook the art on the other side of the alley.

2.5. Rooftop Park

Property #74853
 In this future infill site, an agreement between the city and the developer to build a public rooftop park would greatly benefit the community. Providing seating, greenery, and stunning waterfront and downtown views, this would be a notable addition to downtown's park system, would maximize land use, and would serve the residents of the floors below it.



Figure 3.1.18. Example of a covered outdoor seating. [Source](#)

SOCIAL AND HUMAN CAPITAL

3.4. Archway

Property # 74784 and #74810
 See Previous Section: Alley 1, Social and Human Capital 3.4.

Shadowbox Window (Property: 74801)

Property #74801
 The windows in this section of Alley 3 or at the back of the Spark Museum. They are not only boarded up, but also have bars over the front and barbed wire along the top. After looking at a

map depicting the inside of the Spark Museum, it seems that these windows are along a theater inside and so opening them up isn't an option. What is proposed is to instead replace the boards and bars with shadowboxes that are able to display what is going on inside of the building. The Spark Museum is full of retro radios and telephones, and putting those on display will add some character to the alleyway as well as intrigue pedestrians regarding what is going on on the other side of the wall (See Figure 3.1.19).



Figure 3.1.18. Example of a rooftop garden design. [Source](#)

3.2 S.W.O.T Analysis: Alleys 4-6



Figure 3.1.19. Shadow box window display in Japan that identifies the businesses inside and what they sell. [Source](#)

3.7. Mural

Property #74827

Since Alley 3 has many historical features, a mural placed over the bricked-up windows helps further depict that history will aid in the final definition of the space. This also brings character and interest to the brick wall lined alleyway and will encourage pedestrian travel to view the artwork. Ideas for the mural consist of old paintings of Bellingham Bay or creative renditions of the train that travels through the city.

ENVIRONMENTAL / SUSTAINABILITY

4.1. Hanging Baskets

See Previous Section: Alley 1, Environmental / Sustainability 4.1

UTILITIES

5.1. Consolidated Garbage

Property #74810

See Previous Section: Alley 1, Utilities 5.1

CONNECTIVITY AND PUBLIC SAFETY

6.1. String Lights

See Previous Section: Alley 2, Connectivity and Public Safety 6.1

6.2. Repaving

Repaving the alley using unique materials serves a wide number of alley redevelopment goals. Firstly, it would aesthetically separate alley space from the greater street network, discouraging vehicles from using the alleyway. Secondly, it has the ability to incorporate unique and historic materials into alleys, linking Bellingham's past to its present. Thirdly, it would create a much safer and cleaner alley space, free of potholes and gaps that threaten older pedestrians, cyclists, and various forms of personal transportation.

6.3. One Way Signage / Limit Auto Access

Current alley redevelopment goals place pedestrian agency and safety as top priorities. While these alleys will still be used by automobiles for essential uses like delivery and trash pickup, it is recommended to add signage about which vehicle uses are allowed and at what times of the day to limit automobile infringement on pedestrian use of the alley.

6.4. Covered Bike Parking

Property #74859

See Previous Section: Alley 2, Connectivity and Public Safety 6.4.



Figure 3.1.20. Sample of signage that can be used to ensure pedestrian safety in alleys. [Source](#)

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley 4				
Environment	<ul style="list-style-type: none"> •Open area with adjacent parking lot with access to sunlight for plant 	<ul style="list-style-type: none"> •Impermeable pavement, urban heat island effect 	<ul style="list-style-type: none"> •A chance for educational uses with planter boxes or greenery for the day care center, which utilizes public participation & educational resources to bolster public understanding of sustainable urban stormwater management •Greenery will increase aesthetic appeal and improve air quality •The Daisy Cafe could implement awnings & heat lamps to increase foot traffic 	<ul style="list-style-type: none"> •Planter boxes could narrow the alleys and cause inconveniences for delivery trucks for local businesses •Greening systems need a source of funding for implementation and ongoing maintenance
Land Use	<ul style="list-style-type: none"> •A variety of attractive local businesses (Daisy Cafe, Post Office!, James Place Child Development Center, Quicksilver Photo Lab) 	<ul style="list-style-type: none"> •Many low-density buildings, minimizes uses (for potential residential space above commercial space) •Much underused space due to large parking lots on the end of the block. 	<ul style="list-style-type: none"> •High potential to convert parking lots for mixed-uses, temporary uses, residences, public events, etc. 	<ul style="list-style-type: none"> •Removing parking spaces may result in resistance from auto-users because Bellingham still is majority auto dependent.
Transportation	<ul style="list-style-type: none"> •A bus stop is located at the intersection of W. Champion St •One-way (predictable and less car traffic). 	<ul style="list-style-type: none"> •The presence of parking lots makes it seem like a less friendly space for pedestrians due to possible increased car traffic 	<ul style="list-style-type: none"> •Parking lots could be transformed into shared lots that have bike parking 	
Society & Culture	<ul style="list-style-type: none"> •Significant open space •Large wall space for art work 	<ul style="list-style-type: none"> •Lack of reliable good lighting 	<ul style="list-style-type: none"> •Large potential for space to be used temporarily for artist and cultural events 	<ul style="list-style-type: none"> •Any form of performance will impact the nearby businesses, and need to be discussed beforehand
Urban Morphology	<ul style="list-style-type: none"> •Commercial buildings on the east side (such as the federal building) have existing entrances onto alleyways, tall buildings give a distinctive sense of place on Alley 4 •Filters out silt, other debris, and improves water quality 	<ul style="list-style-type: none"> •Lack of regular lighting, alleyway is not on a pedestrian scale. Alley is double loaded, meaning there will be several parties vying for use; The area surrounding federal building is reserved. 	<ul style="list-style-type: none"> •Hosting of expanded events using large parking lot space. Opportunity for implementation of form-based code surrounding trash receptacles (many business using this alley) 	<ul style="list-style-type: none"> •Just beginning to be on the edge of the condensed core, will be harder to attract people to this alleyway from downtown
	<ul style="list-style-type: none"> • Reduces pressure on stormwater management facilities by mitigating impervious surface runoff 			

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley 5				
Environment	<ul style="list-style-type: none"> The wine bar, Locus, includes a large planter box that doubles as an art feature; adding to the welcoming atmosphere that includes a mural & string lights at the SW entrance of the Alley There is commonly a food truck parked at the SW end which is a cool opportunity to bring more people to the area and create more eyes on the street Additional string lights increase the comfort zone for people when it is dreary, especially when it begins to get dark around 4pm Good enclosure from the surrounding buildings forms a sense of place. 	<ul style="list-style-type: none"> The string lights only extend partway down the alley, and lack continuity 	<ul style="list-style-type: none"> Alleys that do not get as much sunlight could use string lights or other types of stylish lighting to seem more welcoming The parking garage could provide opportunity for rainwater collection, such as rain barrels, on the broad impermeable surface 	<ul style="list-style-type: none"> The alley is well enclosed which blocks a lot of light, limiting greening potential
Land Use	<ul style="list-style-type: none"> Alley is highly developed compared to other alleys 	<ul style="list-style-type: none"> Limited space for redevelopment 	<ul style="list-style-type: none"> Commercial Street parkade can be utilized for redevelopment 	<ul style="list-style-type: none"> Resistance from current businesses that use the alley
Transportation	<ul style="list-style-type: none"> Alley 5's connection to the Commercial Street Parkade establishes it as one of the first potential places people enter after parking in the garage. This means that the pedestrian connections could radiate out from this center point. 	<ul style="list-style-type: none"> The Mezzanine floor of the Commercial Street Parkade can only be accessed from the alley and therefore guarantees increase car traffic in the throughway. 	<ul style="list-style-type: none"> Commercial Street Parkade could be explored as a site for increased sheltered bike parking 	<ul style="list-style-type: none"> Repurposing of Mezzanine floor could cause resistance from business owners/workers and others who use/rely on those parking spots.
Society & Culture	<ul style="list-style-type: none"> Plenty of preexisting artwork exists Some lighting already is in place 	<ul style="list-style-type: none"> Very little "space", very narrow alley 	<ul style="list-style-type: none"> More artwork could be introduced to the walls Stronger lighting could be introduced, which would allow for thematic decoration during various events and holiday seasons 	<ul style="list-style-type: none"> Ensure that any artwork added to the alleyway is appropriate and does not negatively impact the area Any additions must not interrupt the flow of the multi story traffic garage
Urban Morphology	<ul style="list-style-type: none"> Alleyway appropriate lighting is in place already, medium to tall buildings give a defined sense of space Restaurant window pickup is excellent use of alleyway frontage Filters out silt, other debris, and improves water quality 	<ul style="list-style-type: none"> Without setbacks, garbage collection, deliveries, and auto & pedestrian traffic flow are all confined to the same space. 	<ul style="list-style-type: none"> Opportunity to add shops to 2nd floor of commercial street garage, 	<ul style="list-style-type: none"> Several parking entrances on this alleyway threaten the ability of the alley to be pedestrian only Frontage (back doors) are all boarded up, likely these are seen as a security problem because of character of alleyways
	<ul style="list-style-type: none"> Reduces pressure on stormwater management facilities by mitigating impervious surface runoff Generous amounts of rain annual make rain barrels/gardens implementation realistic Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation 			

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley 6				
Environment	<ul style="list-style-type: none"> There is a line of shrubbery on the West side of the alley that creates a division between the alley and the neighboring bank parking lot. 	<ul style="list-style-type: none"> Broken and uneven impermeable pavement 	<ul style="list-style-type: none"> Cafe Akotri could utilize the staircase in the alley that leads to the roof as an opportunity for a green roof, or a green wall that looks out onto the adjacent parking lot The existing shrubbery is on the West side of the alley which receives the most sunlight, and allowing great opportunity to upgrade this area to a larger more intricate and aesthetically pleasing green wall Permeable pavement reduces the rate and quantity of stormwater runoff and filters debris 	<ul style="list-style-type: none"> A green roof would involve beefing up the structure to withstand 25 to 35 additional pounds per square foot of soil and vegetation
Land Use	<ul style="list-style-type: none"> Large open space (US Bank parking lot) 	<ul style="list-style-type: none"> Limited wall space for murals/businesses to expand Low chance of increased economic activity due to minimal abutting businesses 	<ul style="list-style-type: none"> Potential to convert open spaces to temporary mixed-uses 	<ul style="list-style-type: none"> Pushback from bank to redevelop parking lot
Transportation	<ul style="list-style-type: none"> Alley is close to waterfront district and could serve as a route between downtown and the waterfront 	<ul style="list-style-type: none"> Alley paving is uneven and potentially dangerous for wheelchairs or bicycles 	<ul style="list-style-type: none"> Because many business have alley back doors and alley access, Alley 6 could provide extra pedestrian connections to businesses 	<ul style="list-style-type: none"> Expensive to repave
Society & Culture	<ul style="list-style-type: none"> Significant open space on one side Already some greenery along the alley Large amount of well done portraits 	<ul style="list-style-type: none"> Extremely uneven asphalt Lack of consistent lighting 	<ul style="list-style-type: none"> Repave/smooth the alleyway Continue to add murals to the alley 	<ul style="list-style-type: none"> Drive-thru at the end of the alley could be interrupted by significant foot traffic caused by artistic and cultural events
Urban Morphology	<ul style="list-style-type: none"> Brick surface adds charm Feels more open than normal alleyways due to open west side 	<ul style="list-style-type: none"> Surface is bumpy and uneven, and in combination with the grade of the alley would be very difficult for those with disabilities. 	<ul style="list-style-type: none"> High opportunity for infill and creation of community space along west side of alley Integration of similar lighting to Alley 5 Repaving would allow better pedestrian access 	<ul style="list-style-type: none"> Ensure that additions do not cause gentrification Paving and lighting are expensive Ensure that grade of alleyway does not hamper the public
	<ul style="list-style-type: none"> Filters out silt, other debris, and improves water quality Reduces pressure on stormwater management facilities by mitigating impervious surface runoff 			

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley's 4-6				
Environment	<ul style="list-style-type: none"> Climate of all of the alleys is relatively the same. November is the rainiest month with an average amount of rainfall of 3.86. In respect to the comfort zone: July has the least average rainfall with .24" which is considered a strength. The temperature of Bellingham rarely becomes unbearably hot in the summer, temperature highs don't normally go above 80-85 degrees. 	<ul style="list-style-type: none"> Alleys don't get that much sun throughout the year, and it is usually dark by 6pm in the winter In many alleys, the size needed for an effective rain garden may take up too much space Alleyways act as a wind tunnel 	<ul style="list-style-type: none"> Heat lamps can help mitigate colder temperatures in the winter, and awnings can be utilized to cover outdoor seating areas to provide comfort High amounts of rain flow can be viewed as a renewable source of energy generation, or as a chance for art installations, and harnessing the wind as a source of renewable energy to power street lamps in the alley while also doubling as street art Using creative design or outdoor amenities distracts from the weather and can extend the perceived comfort zone Solar power, green walls on West side for most access to sunlight Greening systems can be used a destresser in contrast to a fast-paced urban environment, and can be used as a community-based implementation project that incorporates educational uses Wider alleys can allow for sizable rain gardens. According to previous calculations a rain garden to sustain 1.5 inch rainstorms would need to be 1.5 feet wide by 15 inches deep along the length of the alley The small size and structure of rain barrels allow for the possibility of adding them to alleyways to syphon excess stormwater from the surrounding buildings which can be repurposed as irrigation for additional greening strategies like vertical greenery systems 	<ul style="list-style-type: none"> Expanding into alleyways such as by adding planter boxes or outdoor seating limits the width of the alley, and could create potential impacts for delivery trucks or emergency response vehicles. Construction may be inconvenient for businesses who need spaces for orders, maintenance in these areas might also be difficult. Standing water from rain barrels or rain gardens can become a breeding ground for insects and algae
Land Use	<ul style="list-style-type: none"> Strong commercial core Alleys are linked Total population in Bellingham and Downtown is growing 	<ul style="list-style-type: none"> Residential buildings pocketed in periphery Low density because many buildings are 1-2 stories 	<ul style="list-style-type: none"> Growth in city-center periphery Mixing residents with commercial activities brings more economic development Many blocks have much unused space, opportunity for infill, promoting density and different uses Converting central business district to a mixed-use neighborhood 	<ul style="list-style-type: none"> Pushback from current businesses/residents who want downtown character to remain the same

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley's 4-6				
Transportation	<ul style="list-style-type: none"> Alleys 4,5, and 6 follow the urban core grid pattern which make it easy to orient yourself in them within downtown. Alleys are not used as a common through way for cars. 	<ul style="list-style-type: none"> Alleys don't get that much sun throughout the year, and it is usually dark by 6pm in the winter In many alleys, the size needed for an effective rain garden may take up too much space Alleyways act as a wind tunnel 	<ul style="list-style-type: none"> Alleys 4, 5, and 6 could provide a pedestrian dominated corridor of activity and mobility downtown. Part of the alley redevelopment project could be to focus money and resources on expanding and improving convenient non-auto oriented modes of transportation to connect to downtown from outside neighborhoods and locations. 	<ul style="list-style-type: none"> Alley redevelopment without adequate attention given to non-auto transportation opportunities to reach downtown could result in an increased demand for parking downtown due to more vibrant destinations. Alley redevelopment for transportation uses could displace current utility spaces or encroach on some spaces in the city that provide whether protection and privacy for homeless people. Alley and adjacent parking lot redevelopment along with COB's goal to reduce auto-dependency could result in more sparse and expensive parking which would affect low-income car users more heavily.
Society & Culture	<ul style="list-style-type: none"> Alleys have plenty of space for potential culture events (Alley's 4 & 6 each have significant open space while Alley 5 features plenty of high walls for murals and artwork) 	<ul style="list-style-type: none"> Lack of smooth pavement that would be ideal for heavy foot traffic Serious lack of consistent and good lighting across the alleys, despite Alley #5 featuring some string lighting 	<ul style="list-style-type: none"> Potential for significant public use in temporary events, such as festivals and holiday celebrations Expand upon the artwork featured in the spaces Repave the alleys so that they can be optimal for foot traffic in public events Increase lighting consistency and strength to utilize alleys post dark during events 	<ul style="list-style-type: none"> Businesses may be opposed to events that could potentially remove their parking spots Artwork and events must be appropriate to the area and approved by the nearby businesses
Urban Morphology	<ul style="list-style-type: none"> Alleyways are all in one line in condensed core, ensuring high amounts of pedestrian and vehicular traffic nearby Brick pavement can add charm 	<ul style="list-style-type: none"> Alleys are not directly connected Lack of appropriate lighting and smooth ground surfaces at some point in all alleys means that alleys are not accessible to all pedestrians When cars use alleyways, they dominate the environment. 	<ul style="list-style-type: none"> There is opportunity for lighting and infill through the alleys, and could provide a pedestrian corridor through the heart of downtown Many opportunities for shops to open back doors to the alley. 	<ul style="list-style-type: none"> All proposed changes are expensive and will likely be objected to Concentration of parking may eliminate community spaces

3.2 Hard & Soft Capacity Analysis Map: Alleys 4-6



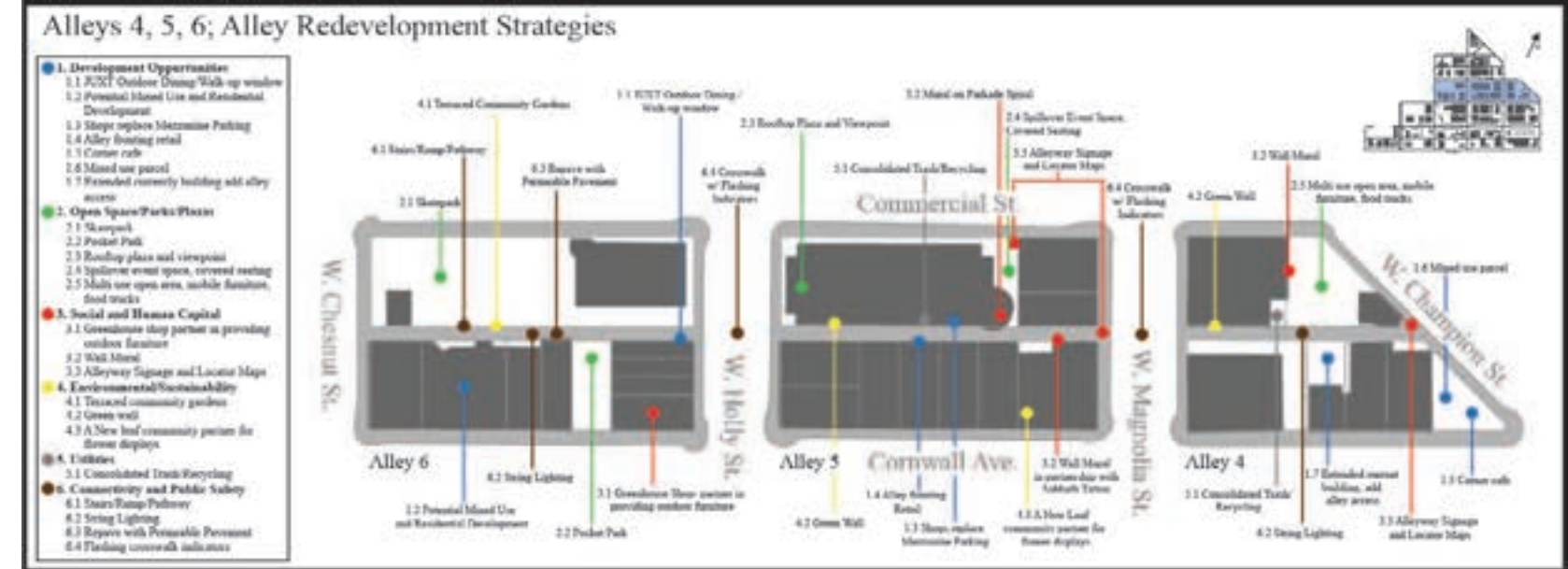
Parcel #	Property ID	Floor Area (Sq Ft)	Current Use	Land Value	Improvement Value	Ratio B/C	Hard/Soft Capacity Analysis	Potential Use	Potential SF Size
5-1	74884	41,286	Mixed Use/ Parking/Retail	*	*	*	Hard	Adding shops on ground level abutting alleys. The Locus wine bar could install outdoor seating patio in alley, providing additional space for patrons	5,000
5-2	74954	8,262	Mixed Use	*	*	*	Moderate	Shops abutting the small plaza between Commercial Street Parkade could install pick up windows and cater to potential alley users	500
5-3	75000	5,494	Mixed Use	\$302,500	\$337,530	1.116	Moderate	Create entrances to shops that abut alley. Installing a food truck to increase activity on this end of the alley.	500
5-4	74895	6,878	Mixed Use	\$412,500	\$860,912	2.087	Hard	End Game bar could install outdoor heated patio seating in alley	400
5-5	74933	6,878	Mixed Use/ Office	*	*	*	Hard	Wild Oat cafe could utilize alley for additinoal outdoor seating and install a pick up window in the alley	600
5-6	74943	6,880	Restaurant/Bar	\$412,500	\$945,834	2.293	Hard	An outdoor seating area into the alley or patio space	Alley only
5-7	74953	6,875	None	\$412,500	\$2,858,518	6.930	Hard	Opportunities for additional retail, resturaunt uses	6,875
5-8	74992	6,883	Mixed Use	\$446,876	\$923,131	2.066	Hard	Add entrances and coordinate condensed trash organization to maximize space and cleanliness	Alley only
5-9	75018	6,415	Retail	\$412,500	\$492,019	1.193	Moderate	Extend retail building to alley and add signage	~4,800
5-10	75031	5,906	Commercial/ Retail	\$756,250	\$943,124	1.247	Moderate	Potential for a flower stand out or pick up window	800

3.2 Capacity Analysis Spreadsheet: Alleys 4-6

Parcel #	Property ID	Floor Area (Sq Ft)	Current Use	Land Value	Improvement Value	Ratio B/C	Hard/Soft Capacity Analysis	Potential Use	Potential SF Size
4-1	75050	15,925	Retail/ Commercial	\$928,125	\$8,420,972	9.073	Hard	Oppurtunity for take out window for daisy cafe, storage of garbage recepticles in fenced area	N/A, parcel developed
4-2	75118	1,950	Education	\$531,250	\$94,089	0.177	Soft	Addition of mixed use building	~8,000
4-3	75125	12,000	Civic	\$825,000	\$4,671,500	5.662	Hard	Possible post office walk up window in alley	200
4-4	75160	2,790	Mixed Retail	\$378,125	\$345,514	0.914	Moderate	Extend existing retail building towards alley, eliminate parking.	4,000
4-5	75191	6,600	Mixed Retail	\$378,125	\$850,113	2.248	Hard	Add retail to rear of building, replace alleyway entrance for Dance studio	1,000
4-6	75218	2,750	Office	\$663,050	\$961,847	1.451	Moderate	Addition of restauraunt building, addition of retail shops to of buildings	3,400

3.2 Conceptual Ideation Map: Alleys 4-6

Parcel #	Property ID	Floor Area (Sq Ft)	Current Use	Land Value	Improvement Value	Ratio B/C	Hard/Soft Capacity Analysis	Potential Use	Potential SF Size
6-1	74774	10,584	Commercial	\$1,959,375	\$2,205,732	1.126	Moderate	Mixed use development above stores, intermittently use parking space for events like markets, bike parking, skatepark, dining plaza, performance space	N/A, parcel developed
6-2	74748	7,561	Retail	\$540,000	\$1,078,430	1.997	Hard	Baby Greens spillover space, alternate entrance	~8,000
6-3	74769	11,408	Mixed Use	\$918,125	\$707,675	0.771	Soft	Performance space, event space	200
6-4	74799	2,700	Mixed Use	\$375,000	\$612,767	1.634	Hard	Dining spill over, pick up window for India Grill	4,000
6-5	74809	5,000	Restaurant/Bar	\$300,000	\$893,103	2.977	Hard	Dining spill over, pick up window for Cafe Akroteri	1,000
6-6	74823	6,876	Parking	\$412,500	\$7,458	0.018	Soft	Potential Mixed use development, public space saved for temporary events, entire lot could be developed as mixed use building	3,400
6-7	74851	2,754	Restaurant/Bar	\$192,500	\$430,205	2.235	Hard	Potential Greenspace on the roof	
6-8	74858	2,751	Mixed Use	\$178,750	\$267,406	1.496	Hard	Potential Greenspace on the roof	5,000
6-9	74860	2,746	None	\$192,500	\$435,925	2.265	Hard	Potential Greenspace on the roof	500
6-10	74866	5,524	Mixed Use	\$357,500	\$2,698,266	7.548	Hard	Potential Greenspace on the roof of the developed building, as well as the roof of this building, potential for community garden	500



Alley 4

DEVELOPMENT OPPORTUNITIES

1.5. Corner Store/ Corner Cafe

Property ID 75218: This space could be utilized in the short term by creating a location for food trucks or temporary vendor carts for a miniature market, similar to spaces found throughout Seattle and Portland. In the long term, this location should be utilized as infill with a corner store to provide more small shopping opportunities to residents in close proximity.



Figure 3.2.1: Alice's Antique Shop in London, U.K.. Corner plot frontage is valuable and aesthetically pleasing, and could be used as a cafe or corner store. Photo by Visit London: <https://twitter.com/visitlondon/status/1085514588383113217/photo/1>

1.6. Mixed-Use Infill

Property ID 75218: This corner property, especially in the long term, will be highly valuable land. A mixed use building is proposed where the corner store from 1.5 should occupy the ground corner retail space, more commercial development should occupy the rest of the ground floor, and residents should be provided for 2-4 upper floors.

1.7. Extend Current Building + Add Alley Frontage

Property ID 75160: The current building could be extended to the alley and create a new commercial space with alley frontage. This space would provide a great opportunity to draw more people into the alleyway, and allow for prime infill development promoting the use of the alleyway.

OPEN SPACES / PARKS / PLAZAS

2.5. Multi-Use Open Area, Food Trucks, Mobile Furniture

Property ID 75118: This large and underutilized parking lot could be transformed into a versatile open space with 2 permanently dedicated sites for food trucks. The space could also include mobile furniture that is transformable and movable depending on the wants/needs of visitors. The space would be utilized as an urban open space that would accommodate a variety of users.

SOCIAL AND HUMAN CAPITAL

3.2. Wall Mural

Property ID 75050: The proposal is to install a large wall mural along the multi-use building adjacent to the parking lot in Alley 4. This mural could be created by local artists and could highlight Bellingham's underrepresented histories, city character, or diversity.



Figure 3.2.3: "Women Making History in Portland" Mural, Portland, OR. Source: https://www.oregonlive.com/entertainment/erry-2018/03/ce12c87a23/as_art_galleries_close_artists.html



Figure 3.2.2: Picnic food court on Barton Springs Road in Austin, TX. Photo by Will Taylor lostinaustin.org

3.3. Alleyway Signage and Locator Maps. Signage for Businesses.

At the entrances to alleyways, there are currently no directional markings or signage. The proposal calls for signage denoting alleyway names and information at the entrances of each alley. This information should include businesses in the alley, placefinding maps, and other relevant information.



Figure 3.2.4: Printer's Alley in Nashville, TN has ample signage for businesses on the walls of the alley as well as moveable ground signs. Source: <http://printersalley.com/>

3.4. Alley Naming Initiative

The majority of the core 15 alleyways in Bellingham are currently not named. The proposal calls for each of these 15 alleys under redevelopment to be given a name for identification and place finding purposes. These names should be assigned to each block of an alleyway, and should be decided by community vote or by the businesses oriented on the alleys.

ENVIRONMENTAL / SUSTAINABILITY

4.2. Green Wall

Property ID 75050: Along the side of the Crown Plaza building, there is currently a line of waste bins and a blank wall with blocked off windows and doors. The project recommends the integration of a green wall, which would add texture and color to the alleyway, as well as an interest point at the southern entrance of the alleyway. The addition of a green wall at the alley entrance would draw pedestrians in from the street. This location faces southeast providing morning and early afternoon direct sun exposure.



Figure 3.2.5: Living wall in Paris, France. Photo by Bertrand Garbel: <https://www.nationalgeographic.com/science/article/130325-green-walls-environment-cities-science-pollution/#/65557.jpg>

UTILITIES

5.1. Consolidated Trash/Recycling/Compost

Property ID 75050: In most of downtown's alleyways, waste bins and dumpsters line a significant portion of the alley corridor. Alleys 4, 5, and 6 all have a significant wall lined with waste receptacles. Consolidated trash is proposed within a building setback of the Crown Plaza.

CONNECTIVITY AND PUBLIC SAFETY

6.2 Lighting

Lighting throughout all alleys in downtown was coordinated between teams to decide which alleys would be most suitable for string lighting versus ornate lighting. String lighting should be hung throughout Alley 4 to match the existing lighting in Alley 5. Alley 6 should have ornate lighting. In addition to these, other forms of string, faux neon, and outdoor lighting can be added. Lighting could also be utilized as a type of art installation.



Figure 3.2.6: Umbrella lights in Helsinki, Finland. Photo by mscambridge. <https://www.flickr.com/photos/16893057@N07/4956677514/>

6.4 Crosswalk Between Alleys

If it's desirable to have Alleys 4,5, and 6 connect then it is recommended to install differentiated pavement on the street, a creatively painted crosswalk, or flashing crosswalk indicators between each alley.

6.5. Emergency Call Box

In order to establish alleys as safer spaces, emergency call boxes should be installed.

Alley 5

DEVELOPMENT OPPORTUNITIES

1.3. Shops Replace Mezzanine Parking

Property ID 74884: The Mezzanine space of the Commercial Street Garage could be replaced by store fronts, as this could expand upon the use of the alley and ensure that the parking garage is properly utilized. The new store fronts would create plenty of foot traffic, ensuring the alleys have the foot traffic capable of supporting the businesses that now front the alley.



Figure 3.2.7: Shops in Paris, France. Source: <http://www.parisbyfoot.com/rue-cler-perfect-paris-shopping-street/>

1.4. Alley Fronting Retail

Property ID 74953: By expanding an entrance to the building via the alley, there could be increased value to the alley and the building itself. It could expand by having more window space, and increased frontage and customer interaction.

OPEN SPACES / PARKS / PLAZAS

2.3. Rooftop Plaza and Viewpoint

Property ID 74884: A portion of the top level of Commercial Street Parking Garage is proposed to be converted to a rooftop plaza and viewpoint. This highly underutilized parking garage could easily be adapted to take advantage of some of the best views in the downtown district while also providing residents with a place to gather.



Figure 3.2.8: Rooftop at Boston Children's Hospital in Boston, MA. Source: <https://myk-d.com/projects/boston-childrens-rooftop-healing-garden/>

2.4. Covered Seating / Spillover Event Space

The Commercial Street Plaza is recommended to be developed further with covered outdoor seating and spillover event space for local events such as the existing Commercial Street Night Market and the Downtown Sounds concert series. Both Locus and Sabbath Tattoo expressed interest in more covered seating in Alley 5.



Figure 3.2.9: Outdoor seating at Beer Garden in Worcester, MA Source: <https://www.masslive.com/worcester/2020/06/worcester-restaurants-reopen-for-outdoor-dining-heres-a-list-of-those-opening-under-phase-2.html>

SOCIAL AND HUMAN CAPITAL

3.2. Wall Mural

Businesses along Alley 5 such as Locus, Modsock, and Sabbath Tattoo are supportive of more murals and alley art in their alley.

Property ID 74884: It is recommended to install a large wall mural on the spirals of the Commercial Street Garage parking ramp. Property ID 75000: Sabbath Tattoo already plans to add a mural on their wall fronting Alley 5



Figure 3.2.10: "Mural Alley" in San Diego, CA. Source: <https://thestudidoor.com/mural-alley>

3.3. Alleyway Signage and Locator Maps. Signage for Businesses.

[See 3.3 under ALLEY 4]

ENVIRONMENTAL / SUSTAINABILITY

4.2. Green Wall

Property ID 74884: It is recommended to install a greenwall along the Commercial Street Garage in the SW side of Alley 5 to add greenery to the large Garage facade.

4.3. A New Leaf Community Partner

Property ID 75031: A New Leaf is a potential community partner with the Bellingham downtown alleyway project, and could be partnered with to supply or create green walls, garden spaces, or planter boxes throughout the alleyway project. This will increase local economic engagement in the alleyway, and increase visibility for a local business. Installations could include a plaque or marker denoting the community partner.



Figure 3.2.11: Flower baskets and greenery within a Pioneer Square alley in Seattle, WA. Source: <https://www.migcom.com/work/pioneer-square-alleys>

UTILITIES

5.1. Consolidated Trash/Recycling/Compost

In Alley 5, the proposal calls for a consolidated trash area within the existing mezzanine level of the commercial street garage that will be shared by all businesses along Alley 5. [See also 5.1 under ALLEY 4].



Figure 3.2.12: Consolidated trash with screening proposed in Montrose, CO. Source: <https://www.cityofmontrose.org/DocumentCenter/View/41867/Block-93-Alley-Project-Master-Plan>

CONNECTIVITY AND PUBLIC SAFETY

6.4 Crosswalk Between Alleys

[See 6.4 under ALLEY 4]



Figure 3.2.13: Mural crosswalk Charleston, SC. Source: https://www.postandcourier.com/news/community-group-turning-crosswalks-into-murals-to-boost-pedestrian-safety/article_73ec54ca-e128-11e8-a7f1-1b464272170e.html

6.5. Emergency Call Box

[See 6.5 under ALLEY 4]

Alley 6

DEVELOPMENT OPPORTUNITIES

1.1. Juxt Outdoor Dining/Walk-up Window

Property ID 74851: A drive-thru window for Juxt currently exists in Alley 6. This would be an excellent location for outdoor seating and a walk up window. This would allow for increased customer space for the business. Locus, a business in Alley 5, expressed strong support for more walk-up windows in downtown alleys as a way to increase pedestrian traffic as well as provide efficient service for delivery companies like Viking Food.



Figure 3.2.14: Walk-up window. Photo by Sarah Pitts Robinson. Source: <https://emeraldinc.biz/walk-up-window-solution-business>

1.2. Mixed Use Infill

Property ID 74769: This parcel is home to Da Outlet, a temporarily closed recording studio. This would be a potential location for residential infill on the upper floors.

1.8. Mixed Use Infill

Property ID 74774: This U.S. Bank parking lot covers almost half of the Alley 6 block. This large undeveloped area provides an opportunity for a mixed use infill development with commercial use on the ground floor and residents on the upper floors. This development could preserve a small courtyard or open space fronting Alley 6 to encourage that as a safe backyard-like space.



Figure 3.2.15: Mixed-use Infill building example. Source: <http://dellbrookjks.com/wp-content/uploads/Exterior-Corner-Night-800x546.jpg>

OPEN SPACES / PARKS / PLAZAS

2.1. Pocket Park / Skatepark

Property ID 74774: In the short term, this underused parking lot could be utilized as a pocket park or skatepark. This area could incorporate some movable seating near the proposed terraced community gardens, as well as some ramps or other skate features to attract the many skaters and other people to the area and the nearby shops.

2.2. Outdoor Seating

Property ID 74809 & 74823: This parking lot is owned by Cafe Akroteri, and is utilized for both their designated outdoor seating and parking area. Half of this parking lot could be utilized as covered outdoor seating for Cafe Akroteri and other Alley 6 businesses like Juxt and India Grill. This covered seating area could also input a water catchment system such as a rain barrel to water nearby plants.



Figure 3.2.17: Covered Outdoor Seating Source: <https://www.dnainfo.com/new-york/20170623/bushwick/bushwick-patio-brunch-drinks/>



Figure 3.2.16: Temporary skatepark in Malibu, CA. Source: <https://www.canyon-news.com/malibu-temporary-skate-park-completed/120708>

SOCIAL AND HUMAN CAPITAL

3.1. Greenhouse Shop Partner

Property ID 74866: The Greenhouse Shop could be engaged as a community business partner with the City of Bellingham in alley redevelopment strategies. The proposal is to collaborate with The Greenhouse to install outdoor furniture in Alley 6, giving residents greater use for the alley while providing business exposure for the Greenhouse and increasing local economic investment.

3.3. Alleyway Signage and Locator Maps. Signage for Businesses.

[See 3.3 in ALLEY 4]

ENVIRONMENTAL / SUSTAINABILITY

4.1. Terraced Community Garden

Property ID 74774: On the slope between Alley 6 and the current bank parking lot, a terraced garden, flower planter, or community urban garden is proposed. This addition will bring life, texture, and color to the alleyway and downtown. This garden will also integrate a stairway or ramp as described in 6.1.



Figure 3.2.18: Terraced gardens. Source: <https://www.designrulz.com/design/2014/09/turn-steep-backyard-terraced-garden/>

CONNECTIVITY AND PUBLIC SAFETY

6.1. Stairs/Ramp/Pathway

Along the Northern edge of this alley is a steep slope that separates the alley and the U.S. Bank parking lot. The plan proposes that this parking lot be a long-term site for a mixed-use infill building with a small plaza, park, or courtyard for residents that fronts the alley. In order to expand alley space, it is proposed that a pathway and ramp over the slope be constructed to connect the parking lot and the alley.



Figure 3.2.19: Sitting stairs. Source: <https://goodstock.photos/group-of-people-sitting-on-concrete-steps/>

6.2. Lighting

[See 6.2 in ALLEY 4]

6.3. Repave Alleys

In areas where the pavement does not comply with ADA standards for streets and sidewalks, alley repavement should be considered to make these spaces more pedestrian friendly.

6.4. Crosswalk Between Alleys

[See 6.4 in ALLEY 4]

6.5. Emergency Call Box

[See 6.5 in ALLEY 4]



Figure 3.2.21: Emergency call box. Source: <https://www.ravemobilesafety.com/blog/blue-lights-versus-a-campus-safety-app-whats-the-real-cost>



Figure 3.2.20: Brick alley paving in a Pioneer Square Alley in Seattle, WA. Source: <https://www.migcom.com/work/pioneer-square-alleys>

3.3 S.W.O.T Analysis: Alleys 7-9

Criteria	Strengths	Weaknesses	Opportunities	Threats
Environment				
Green Alley: Vertical Greenery Systems (VGS), Green Roofs, Planter Boxes, and Other	<ul style="list-style-type: none"> VGS's, plant boxes, and green roofs already exist in some alleys VGS's are aesthetically and physiologically pleasing VGS's enhance public spaces and give identity Air and water quality improvement Green facades are cheaper than living walls and easier to put in small spaces. Noise reduction of around 5–10 dB Habitat for urban-wildlife Bellingham climate sufficiently provides watering for plants 	<ul style="list-style-type: none"> There has been little analysis and studies conducted of green walls and VGS's benefits 	<ul style="list-style-type: none"> Almost all alleys lack vegetation Potential interactive environmental education for everyone Aesthetic appeal and character makes space more inviting Green art, such as wind harvesting sculptures/windmills can be used as a renewable energy source for pedestrian scale lighting, aesthetic appeal, and natural resource educational opportunities. 	<ul style="list-style-type: none"> Some methods take up a lot of area in an already space contraining environment Could be a potential problem for service and emergency vehicles High implementation costs and maintenance requirements Potential spots for trash or litter accumulation Alleys receive limited amounts of sunlight
Stormwater Management: Rain Barrels, Rain Gardens, and Permeable Pavement	<ul style="list-style-type: none"> Permeable pavement reduces quantity of stormwater runoff Rain gardens filter out silt, debris, and improves water quality Reduces pressure on stormwater management facilities by mitigating impervious surface runoff Annual rainfall make rain barrels/garden projects realistic Rain gardens are easy to retrofit onto pre-existing built environment Flexible implementation Rain gardens are easy and affordable to maintain 	<ul style="list-style-type: none"> The consistent precipitation accumulation in the region threatens the effectiveness of these projects. So that it would require more frequent maintenance since the barrels would need to be routinely emptied lest they were designed to overflow Rain gardens are susceptible to clogging from litter and other debris if not properly cleared Stagnant water in rain barrels can attract insects, contamination, and litter 	<ul style="list-style-type: none"> Permeable pavement can delineate pedestrian-oriented spaces No current evidence of rain barrel use in alleys. Rain barrels have the capacity to conserve and recycle rain water while reducing the rate of stormwater runoff. Rain barrels syphon excess stormwater from the surrounding buildings which can be repurposed as irrigation for additional greening strategies. 	<ul style="list-style-type: none"> Permeable pavements become an issue with freezing temperatures or snow events. Maintenance and construction of permeable pavement might affect services such as solid waste removal. Permeable pavement could prove detrimental to cyclists or runners. Frequent maintenance of rain barrels can become costly
Climate: Rain, Temperature, Solar Exposure, Wind	<ul style="list-style-type: none"> Bellingham usually has mild temperatures during summer, only reaching above 90 degrees for a few days. Daily temperatures in the winter rarely go below freezing. Calm wind speeds, annually averaging around 6.5 knots Annual average of 1.8 snow days Recharges the water table underneath impervious development which results in numerous ecological benefits 	<ul style="list-style-type: none"> Rains 168 days of the year, 36" annually Very humid months of above average humidity annually. Highest in October (74%) and lowest in April (61%) Bellingham receives 8 hours of sunlight in winter season 40% sunny and clear annually 	<ul style="list-style-type: none"> Heat lamps can be used to keep spaces warm during cold seasons Increasing light in alley spaces with low solar exposure Canopies, awnings, and glass artwork can be used to mitigate against inclement weather conditions 	<ul style="list-style-type: none"> It is estimated that the impacts of climate change for the Pacific Northwest area will result in increased precipitation, cloud cover, and less sun exposure Increasing upward development decreases sun exposure in alleys and creates a dark, trench-like character
	<ul style="list-style-type: none"> Filters out silt, other debris, and improves water quality Reduces pressure on stormwater management facilities by mitigating impervious surface runoff 			

Criteria	Strengths	Weaknesses	Opportunities	Threats
Climate: Rain, Temperature, Solar Exposure, Wind	<ul style="list-style-type: none"> Bellingham usually has mild temperatures during summer, only reaching above 90 degrees for a few days. Daily temperatures in the winter rarely go below freezing. Calm wind speeds, annually averaging around 6.5 knots Annual average of 1.8 snow days 	<ul style="list-style-type: none"> Rains 168 days of the year, 36" annually Very humid months of above average humidity annually. Highest in October (74%) and lowest in April (61%) Bellingham receives 8 hours of sunlight in winter season 40% sunny and clear annually 	<ul style="list-style-type: none"> Heat lamps can be used to keep spaces warm during cold seasons Increasing light in alley spaces with low solar exposure Canopies, awnings, and glass artwork can be used to mitigate against inclement weather conditions 	<ul style="list-style-type: none"> It is estimated that the impacts of climate change for the Pacific Northwest area will result in increased precipitation, cloud cover, and less sun exposure Increasing upward development decreases sun exposure in alleys and creates a dark, trench-like character
Land Use				
Land Use	<ul style="list-style-type: none"> Strong commercial core abutt alleys Mixed Use Zoning for commercial/residential 	<ul style="list-style-type: none"> Abandoned industrial sites to SW of downtown are an environmental hazard and obstruct shoreline development due to structural instability Low density due to many buildings being 1-2 stories 	<ul style="list-style-type: none"> Low density residential with space for growth Many parcels have underutilized space that have opportunity for infill, promoting density and mixed-usage Converting central business districts to mixed-use neighborhood by combining work, residential, and entertainment 	<ul style="list-style-type: none"> Vacant/abandoned buildings The interstate (5 to 6 blocks east of downtown) has only a few crossings and is a barrier to expansion and connection
Demographics	<ul style="list-style-type: none"> Downtown population is growing Minority population is growing Growth of professional jobs 	<ul style="list-style-type: none"> Bellingham is losing the Native American population Polarization in jobs 	<ul style="list-style-type: none"> Social inclusion Population growth could drive more dense/mixed-use development Population growth can help increase downtown usage and support local businesses 	<ul style="list-style-type: none"> A need for adequate housing and job availability to support downtown growth The homeless being displaced Displacement of existing residents due to gentrification

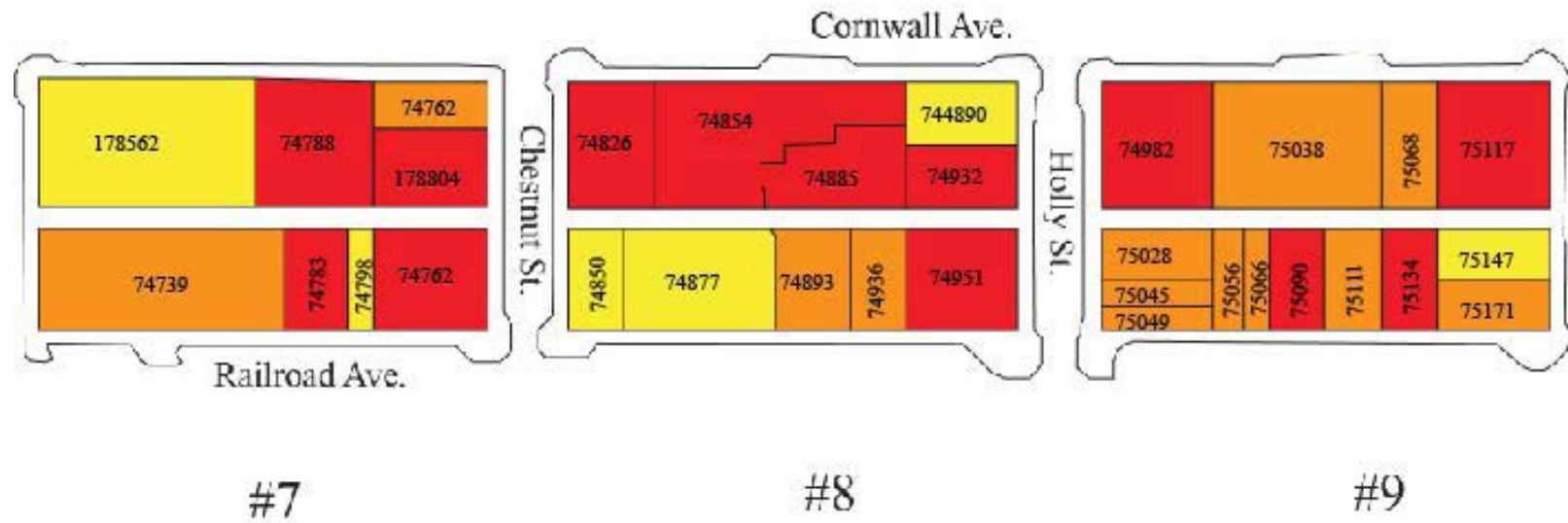
Criteria	Strengths	Weaknesses	Opportunities	Threats
Housing	<ul style="list-style-type: none"> Comprehensive and downtown plan encourages infill housing. Rental vacancy in business and housing is at a lower rate compared to 2010 and 2018 data 	<ul style="list-style-type: none"> Low vacancy rates create greater demand for rental units which increases rental rates and limits housing choices Infill and new development have stricter standards than older buildings which could discourage development of multi-family housing. Income doesn't support households that are paying 30% or more of income for rent The downtown core is dominated by businesses and office space Housing tenancy is decreasing 	<ul style="list-style-type: none"> Affordable housing efforts occur thanks to organizations and programs such as the Kulshan Project, the Opportunity Council, and the City Housing Levy Greater rental availability as housing tenure shifts away from homeownership Population growth encourages multi or single family housing development Infill is encouraged, which promotes various housing solutions like more multi-family housing or ADUs, similar to projects most WWU students have designed for the Planning Graphics course 	<ul style="list-style-type: none"> Development of single-family housing is migrating out of Bellingham and into peripheral areas due to increasing prices and availability of developable land. This trend can lead to more housing sprawl which in turn can lead to greater problems for the City of Bellingham. Almost 50% of Bellingham, Whatcom County, and Washington state residents are using 30% or more of their income to cover rent. This does not meet 2016 Comprehensive plan GOAL H-2, "Foster housing that is safe, healthy, livable, and affordable for all income levels in all neighborhoods." House price trends continue to rise Limited available, desirable, and affordable housing options
Urban Morphology				
Condensed Core	<ul style="list-style-type: none"> Easy connectivity for pedestrians to travel between downtown destinations Area zoned for mixed use. Commonly commercial on the ground floor with residential above More on-street parking than parking lots creates more alleyway definition 	<ul style="list-style-type: none"> Despite high connectivity, alleys are generally underutilized by pedestrians Most downtown housing is desirable but rarely affordable 	<ul style="list-style-type: none"> High connectivity of alleys can be used to host venues, such like multi-block long events Gentrification mitigation techniques that attempts to make housing more affordable 	<ul style="list-style-type: none"> Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on There is usually opposition from businesses and developers to comply with housing affordability measures
Short Buildings (2 Stories Max.)	<ul style="list-style-type: none"> Allows more sunlight into alleyways, especially during winter months Low parking demand 	<ul style="list-style-type: none"> Contributor to low density development/housing and exacerbates sprawl 	<ul style="list-style-type: none"> Awnings / heaters can be installed for inclement weather mitigation Future zoning code can be reformed to encourage higher density 	<ul style="list-style-type: none"> Expensive infrastructure installation Newer development could lead to gentrification and raise housing prices

Criteria	Strengths	Weaknesses	Opportunities	Threats
Accessibility	<ul style="list-style-type: none"> Highly serve and delivery accessibility Many commercial buildings have frontage access onto alleys Some businesses already utilize alley space to attract customers 	<ul style="list-style-type: none"> High vehicle traffic decreases pedestrian use of space Restaurant alley access is often a back door not available to the public 	<ul style="list-style-type: none"> Use alley design to encourage pedestrian use and discourage vehicle traffic outside of necessary uses like delivery or solid-waste removal Businesses can redesign frontage onto that accommodates pedestrian access. 	<ul style="list-style-type: none"> Businesses that rely on alleys for garbage and delivery services may be hesitant to support alley revitalization
Lighting	<ul style="list-style-type: none"> Lighting, such as street lamps, already exist in some alleys 	<ul style="list-style-type: none"> Most alleys lack more attractive and pedestrian scale forms of lighting Lack of lighting uniformity Lack of lighting undermines pedestrians safety component for, especially at night 	<ul style="list-style-type: none"> Alleys lacking lighting have potential for sconces, string lights, overhead lights, etc. Future form based code could require consistent lighting throughout downtown district Increased lighting would increase safety 	<ul style="list-style-type: none"> Excessive use of lighting contributes to light pollution Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don't view it as necessary
Frontage	<ul style="list-style-type: none"> Alleyway entrances allow for easier deliveries 	<ul style="list-style-type: none"> Alley dumpsters are odorous and attract rodents creating a less attractive and pedestrian-friendly space Delivery and service vehicles passing through make the alley less inviting to pedestrians 	<ul style="list-style-type: none"> Form based code that beautifies trash receptacles Commercial/residential frontage to the alley make them more attractive and inviting 	<ul style="list-style-type: none"> Improved trash receptacles (i.e. covered/locked behind fences) make trash collection more difficult and time-consuming
Society and Culture				
Murals and Wall Art	<ul style="list-style-type: none"> Pentiful variety of artwork already exist in alleyways Artwork can double as local business and tourist site advertising 	<ul style="list-style-type: none"> Art styles could be considered "distasteful" or disliked by businesses 	<ul style="list-style-type: none"> Central alley themes sourced on local history, citizen input, and surrounding businesses Work for local artists 	<ul style="list-style-type: none"> Potential graffiti can be graphic, vulgar, or hateful in nature Keeping artwork clean and well maintained could prove difficult
History/ Historical Evidence	<ul style="list-style-type: none"> Natural historical context due to old railroad tracks Historic buildings exist near alleys, such as the Mount Baker Theatre 	<ul style="list-style-type: none"> Older or out of date styles could clash with newer nearby development Representation of Native American occupation and history is little to none 	<ul style="list-style-type: none"> Historical themed alleys with plaques/ murals describing different aspects of Bellinghams history expands locals and tourist attraction/knowledge while also providing a boost to foot traffic for local businesses Opportunity for collaboration with Lummi Nation representatives 	<ul style="list-style-type: none"> History depicted should be accurate and representative of all groups within Bellinghams history Older buildings tend to be inaccessible to physically disabled persons.

Criteria	Strengths	Weaknesses	Opportunities	Threats
Alley Way Culture	<ul style="list-style-type: none"> Practical space for useful services such as parking, deliveries, waste bins, and traveling through 	<ul style="list-style-type: none"> Treated like a road, used only for travel, shipments, and waste disposal Potential area of illicit activities due to not being well monitored Avoided by pedestrians during nighttime regardless if well lit Normal upkeep is nonexistent 	<ul style="list-style-type: none"> Opened up and redesigned to be inviting and safe for public use Have local community gatherings and special event venues Have local community be apart of alleyway theme selection Have part of alleyway space be a safe area for those experiencing homelessness. To rest, relax, and eat in safety Increase pedestrian/bike trail connectivity that doubles in purpose as a green space 	<ul style="list-style-type: none"> Stigmas of alleyways as dirty and dangerous locations
Live Performances	<ul style="list-style-type: none"> Local citizens already perform, drawing in pedestrians which can help businesses 	<ul style="list-style-type: none"> No practical space for groups to perform Lack of stage lights or lights for audiences to be able to easily access alleyway. 	<ul style="list-style-type: none"> Live performances can be endorsed by businesses as a way to increase patronage. Promotion of local bands and new developments of alley and non-alley planning in Bellingham 	<ul style="list-style-type: none"> Some businesses may not approve of live performances due to both noise or crowds blocking entrances
Transportation				
Informal Pedestrian Network- Alleys, Trails, and Parking Lots	<ul style="list-style-type: none"> Downtown alleys are consistent, connected, and follows the core block pattern Abundance of parking lots in downtown pedestrians cut through COB is supportive of trails (ie. interurban trail) within the city as part of the informal pedestrian network More pedestrian friendly, nature elements and less car danger. Between alleys, trails, and parking lots, there's a lot of informal pedestrian routes in downtown Reduces pressure on stormwater management facilities by mitigating impervious surface runoff Generous amounts of rain annual make rain barrels/gardens implementation realistic Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation 	<ul style="list-style-type: none"> The alleys and parking lots are not formal pedestrian infrastructure, have no formal street crossings, so they may be scary or uncomfortable for some pedestrians Undeveloped alley spaces wouldn't currently meet ADA or equity standards because of uneven/bumpy/difficult-to-navigate pavement Informal pedestrian spaces are currently underutilized Trails through the downtown study area are currently sparse and spread out 	<ul style="list-style-type: none"> Supports COB goals for pedestrian connectivity/safety Potential for future development of stores, restaurants, courtyards, or open plazas abutting alleys. Increase opportunities for pedestrian trail connectivity. Development of alley space and parking lot infill could create more accessible and connected pedestrian routes. 	<ul style="list-style-type: none"> Loss of parking Lack of funding or support for alley development Potential displacement of homeless people/informal use of alley space Potential loss of current utility uses in alleyways Costs of building trails and potential disruption to current automobile transport network

Criteria	Strengths	Weaknesses	Opportunities	Threats
Bicycles	<ul style="list-style-type: none"> Plenty of bike racks in the urban core Many arterial and side streets have bike lanes or bike infrastructure 	<ul style="list-style-type: none"> The majority of the bike racks in the urban core are insecure and prone to bike theft They are mostly small-capacity bikes racks The bike infrastructure network is fragmented and some streets are dangerous for bikes 	<ul style="list-style-type: none"> Create high quality bike parking to increase user confidence and bike ridership. Provide bike parking in alleyways and/or as apart of parking lots. Complete the urban bike network to increase user confidence, safety, and bike ridership. Provide bike infrastructure in alleyways to connect network 	<ul style="list-style-type: none"> Need for adequate housing and job availability to support downtown growth The homeless being displaced Displacement as a result of gentrification.
Automobiles	<ul style="list-style-type: none"> Current downtown parking supply can support growth until 2036 	<ul style="list-style-type: none"> Parking lots take up a lot of space and are underutilized 	<ul style="list-style-type: none"> Knowing that parking will be able to support growth downtown until 2036, the next 16 years could be used to prioritize funding transit-oriented development, multi-modal infrastructure, and area connectivity for auto-oriented transportation 	<ul style="list-style-type: none"> Funding and maintenance of roads, parking, and auto-oriented development still has to continue.

3.3 Hard & Soft Capacity Analysis Map: Alleys 7-9.



3.3 Alleys 7-9. Capacity Analysis Spreadsheet

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
Alley 7										
74739	24,192	Commercial: (Boundary Bay)	Stephen W. & Judy D. Peterson Living Trust	\$1,331,000	\$866,427	0.65	Moderate	Expanded outdoor restaurant seating. Boundary Bay has courtyard area.	2,000	Boundary Bay is a popular local brewery restaurant and shouldn't be displaced. There's room on the parcel for better utilization of side and alley frontage space
178562	26,470	Auto Parking	DBBD Projects Limited Partnership	\$1,726,595	\$62,061	0.04	Soft	Infill affordable housing development with plenty room for business frontage along Cornwall and E Maple St.	26,470	Big potential for infill development that could front both streets and the alleyway with room for a public plaza and an alley gateway.
74783	5,997	Commercial: (Back Door/ Rumours Cabaret)	M&L Commercial LLC.	\$360,000	\$588,392	1.63	Hard	N/A	N/A	N/A
74798	2,799	Commercial: (New Whatcom Interiors)	John H. Blethen	\$196,000	\$76,786	0.39	Soft	Increased density through mixed use development and housing units above buildings.	2,500	New Whatcom Interiors has a backdoor fronting the alley. Potential for them to orient their business towards the alley
74813	10,978	Mixed-Use: (Woods Coffee/ CCS/ Washington Grocery Apartments/ Eleanor Steele Day Spa)	Multiple-Owners	\$715,000	\$4,252,144	5.95	Hard	N/A	N/A	Corner of Railroad Ave and Chestnut St. Washington Grocery Building is a registered historic place. Three stories, with retail on ground floor, Woods Coffee on the corner, and apartments above.
178804	14,820	Mixed-Use: (Francis Place Apartments)	Catholic Community Services	\$957,905	\$5,180,312	5.41	Hard	N/A	N/A	Four story newer apartment building.

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74762	5,456	Commercial: (Cat Cafe/ Bike Shop)	Daniel M. Pritchett	\$381,500	\$671,899	1.76	Moderate	Increase density by adding floors for housing	32,736	Has potential to add more height to the building itself
74788	8,220	Residential: (Francis Place Apartments)	Chestnut Street Housing LLC.	\$36,000	\$480,084	13.33	Hard	N/A	N/A	Opportunity to better utilize existing built space on first floor and have it front the alleyway
Alley 8										
74850	5,500	Commercial: (Bank of America Drive-up)	Blue Sea Holly LLC.	\$247,500	\$2,064	0.008	Soft	Potential for mixed use by removing Driveup Bank of America and putting in mixed use residential/commercial.	33,000	Current use holds no benefits to surrounding downtown aspects. A bit redundant considering a Bank of America is right around the corner.
74877	14,264	Commercial: (Bank of America Drive-up)	Blue Sea Holly LLC.	\$641,880	\$97,465	0.15	Soft	See above.	84,000	See above.
74893	7,743	Auto Parking: 3 Level Parking Garage	City of Bellingham Finance Department	\$271,005	\$0	0	Moderate	Renovate first floor of the parking garage with commercial space that also faces alley	N/A	Parking garage provides essential parking spaces, but has the ability to be commercial space on the first floor, in existing structure.
74936	5,500	Parking/ Commercial: (3-Level Parking Garage, Boardworks Tech Shop)	City of Bellingham Financial Department	\$192,500	\$0	0	Moderate	See above.	N/A	See above.

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74951	10,993	Mixed-Use: (Market Place/ Vacant property (old Starbucks))	City of Bellingham Finance Department	\$659,700	\$4,648,406	7.05	Moderate	Add windows facing alley for the retail buildings. Add inviting infrastructure to incentivize public use. Mural/art on blank vacant retail wall.	500	Vacant ground level unit on corner of Holly/Railroad. Commercial ground floor with residential above. The Market Place has ~400ft. of fenced green space adjacent to alley with abutting recycling bins.
74826	10,309	Mixed-Use: (Kay Cake (Vacant)/ Yun Gane/ Senior Lopez/ Muto Sushi/ Son Rise Real Estate)	Tabasco LLC.	\$567,160	\$567,160	1.43	Moderate	Add more housing above restaurants paired with a park or open green space	10,000	The parking lot connects with the alley with an increasing slope to roof the restaurants.
74854	21,271	Mixed-Use: (Hotel Leopold/ Allegro Strings/ Chamin Guitars/ Evolve Espresso)	Oakland LLC.	\$1,062,000	\$5,792,592	5.45	Moderate	Use the extra parking lot adjacent to the alley for green space and street furniture to sit and eat.	1,000	The fenced parking lot is ~400 ft long.
74885	9,685	Mixed-Use: (Hotel Leopold/ Allegro Strings/ Chamin Guitars/ Evolve Espresso)	Oakland LLC.	\$484,900	\$1,071,918	2.21	Hard	Replace blank wall facing alley with windows. Improve lighting with string lights throughout parcel.	N/A	Brick walls throughout the parcel that are perfect with art or windows
744890	6,814	Commercial: (Bank of America)	Blue Sea Holly LLC.	\$375,100	\$915,923	2.44	Hard	N/A	N/A	Corner on Holly and Commercial St.
74932	6,941	Commercial: (Bank of America)	Blue Sea Holly LLC.	\$381,150	\$881,228	2.31	Hard	Add art to blank walls and amenities to invite pedestrians to use the space	N/A	Alleyway entrance

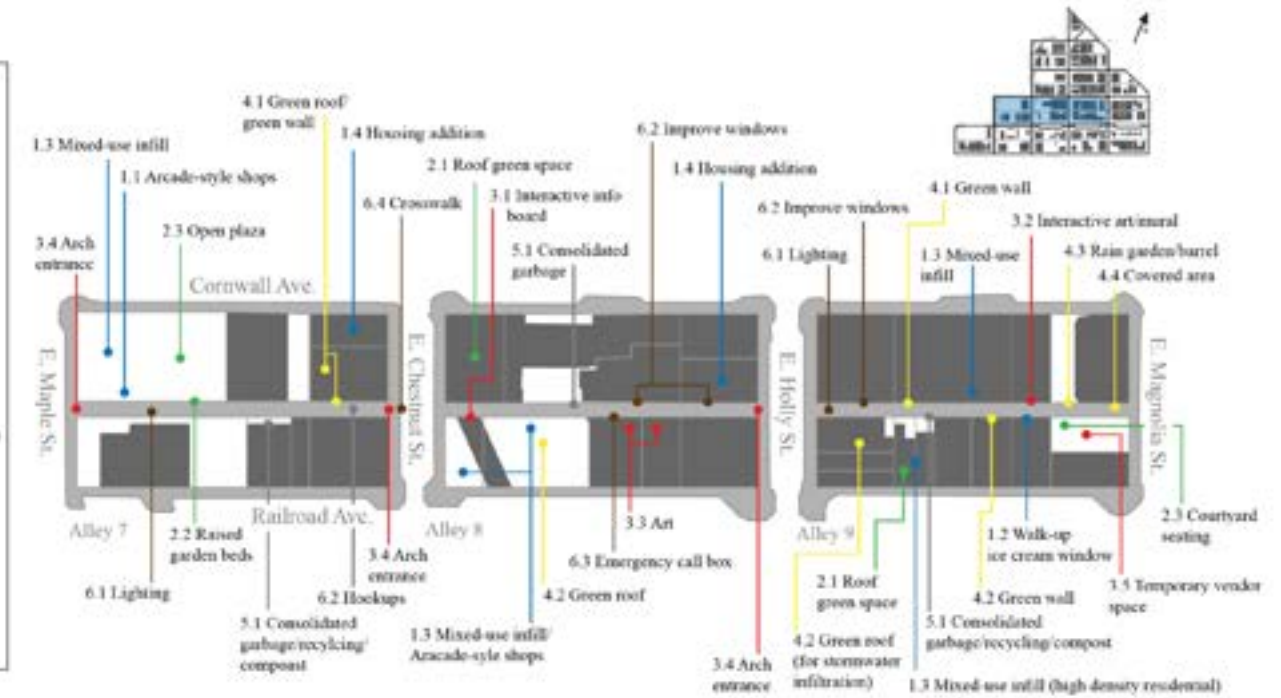
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
Alley 9										
75049	2,747	Commercial: (Little Cheerful Restaurant/ Nail Salon)	Tiscornia & Sons LLC.	\$220,000	\$378,774	1.72	Moderate	N/A	N/A	N/A
75045	2,746	Commercial: (House of Orient Thai Cuisine)	B.J. Waller LLC.	\$206,250	\$383,164	1.86	Moderate	N/A	N/A	N/A
75028	5,498	Commercial: (Horseshoe Cafe)	Kienast Properties LLC.	\$302,500	\$539,648	1.78	Moderate	Add windows and access from cafe to alley. Space for VGS, murals/art. Introduce green roof	N/A	The building's current blank wall facing alley is monotonous; increase amount of openings to engage with pedestrians
75056	2,996	Commercial: (Fiamma Burger)	Every Last Dime LLC.	\$225,000	\$357,057	1.59	Moderate	Use existing setback for outdoor dining/ food pick-up while keeping existing mural. Introduce green rooftop garden with restaurant seating. Increase density by adding 3-4 additional upper residential	8,988 - 11,984	The existing building is a good foundation for adding residential living on upper floors
75066	2,503	Commercial: (Frank's Place Pawnbroker)	Jo W. Guthrie	\$187,500	\$291,871	1.56	Moderate	Add permanent partition to section off part of parcel and create new retail space. Increase density by adding additional upper residential floors. Use existing setback for green space	500, 5006-7509	Pawnshop could potentially be sectioned off to add new retail space fronting alley; could run into issues with this because current alley space is used for employee parking.

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75090	5,496	Mixed-Use: (Avenue Bread, Sojourn Clothing Store; residential upper)	Hall Properties LLC.	\$302,500	\$834,816	2.76	Hard	See above. Potential for outdoor soup kitchen connected to Avenue Bread to only be open at certain times/days.	500-1,000, 10988-16482	The two shops fronting street could potentially be sectioned off to add retail space on alley. Ambiguous alley use, for deliveries or other, may make partition impractical
75134	5,496	Commercial: (Mallards Ice Cream)	Tactus LLC.	\$302,500	\$1,182,397	3.90	Hard	Pedestrian walk-up window to quickly buy scoops with street furniture nearby, not in way of services, to sit and enjoy	N/A	N/A
75171	5,498	Commercial: (Avellino Coffeehouse, Sandy & Vales Shoe Repair, Looking Glass Salon)	Hall Properties LLC.	\$330,000	\$496,590	1.50	Moderate	N/A	N/A	Plenty of pedestrian access from street, so no need for store frontage onto alley
75111	5,494	Commercial: (Bagelry/ Women's Clothing store)	Kenneth Jr. & Marguerite Ryan Trust/TR	\$302,500	\$489,541	1.61	Moderate	Implementation of more vegetation, perhaps an interesting variety of plants, such as bamboo, lessen the harsh character of alley walls.	N/A	N/A
75147	5,494	Auto Parking	Bellingham Rental Properties LLC.	\$302,500	\$6,976	.02	Soft	Infill development to allow a space for a market or public gathering space used for rest or recreation	5,494	N/A
74982	13741	Mixed-Use: (JJ's)	Holly Street LLC.	\$825,000	\$3,458,277	4.19	Hard	Corner convenience store could be redesigned to front alley entrance.	3,435	Multiple shops on ground floor with multiple residential spaces above

3.3 Draft Conceptual Ideation Map: Alleys 7-9

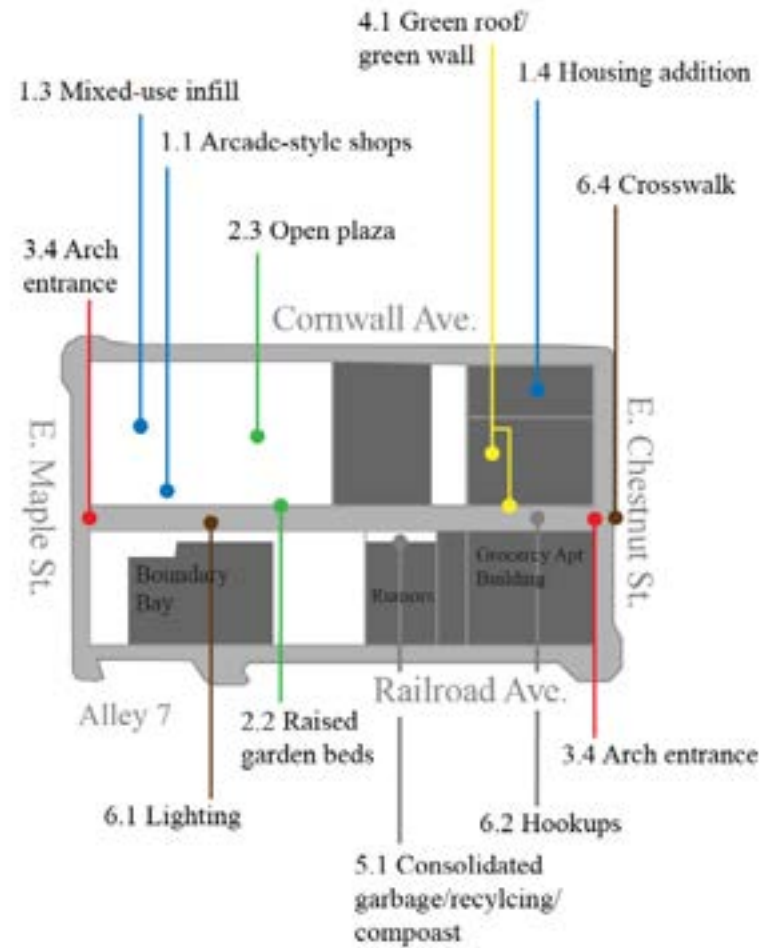
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improve-ment Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75038	20609	N/A	Comwall LLC.	\$1,035,950	\$1,459,516	1.40	Moderate	Vegetation, or some form of artwork can be added to blank wall. A chalkboard anyone can write on. Building is not currently used and can be bifurcated to allow retail fronting the alley.	10,304	On the market for potential buyers of space.
75068	6860	Commercial: (Dakota Art Supply Store)	Farshid and Katherine Rezvani 70% - Adib-Soheyly Jamshedi 30%	\$406,860	\$432,713	1.06	Moderate	Back wall mural or space for local artwork as a means to actually advertise the art store	N/A	N/A
75117	13741	Commercial: Bank	JP Morgan Chase Bank	\$756,250	\$1,637,627	2.16	Hard	N/A	N/A	Wrap around drive thru and parking lot makes space very auto-oriented

- **1. Development Opportunities**
 - 1.1 Arcade-style shops
 - 1.2 Alley walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
- **2. Open Space/Parks/Plazas**
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Open plaza (with seating area)
- **3. Social and Human Capital**
 - 3.1 Interactive info-board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Arch entrance
 - 3.5 Vendor stalls
- **4. Environmental Sustainability**
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- **5. Utilities**
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- **6. Connectivity and Public Safety**
 - 6.1 Lighting (string/lamps)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk



Alley 7

- 1. Development Opportunities**
 - 1.1 Arcade-style shops
 - 1.2 Alley walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
- 2. Open Space/Parks/Plazas**
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Open plaza (with seating area)
- 3. Social and Human Capital**
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Arch entrance
 - 3.5 Vendor stalls
- 4. Environmental/Sustainability**
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- 5. Utilities**
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- 6. Connectivity and Public Safety**
 - 6.1 Lighting (string/lamps)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk



DEVELOPMENT OPPORTUNITIES

1.1. Arcade-Style Shops:

Parcel #178562, is located on the corner of E. Maple St. and Cornwall Ave in downtown Bellingham. It is currently a large, underutilized, ground-level parking lot. The proposal for this site is mixed-use infill with arcade style shops on the ground floor and residential units above. An example is shown in Figure 3.3.1 below.

Specifically, the arcade-style shop frontage will increase available commercial space in the downtown. Large windows in the store front allowing customers to look into, creates a thriving pedestrian-friendly shopping experience.



Figure 3.3.1: Arcade-style store frontage. Fells Point historic waterfront district in Baltimore, Maryland
Source: <https://www.officespace.com/md/baltimore/2164185-1641-thames-st>

1.3. Mixed-Use Infill

This proposed mixed-use infill building will exist in conjunction with the arcade-style shops already discussed. The proposed infill for the same parcel, #178562, will be a large mixed-use building with arcade style shops on the ground floor and residential units above. Such examples of a building can be seen in Figure 3.3.2 below.

Added residential units provides a needed increase of available and affordable housing in the downtown area. This infill building would be L-shaped in order to create a protected courtyard space filled with pleasant greenery and outdoor seating for shoppers, visitors, or the general public.



Figure 3.3.2: The Gunbarrel Center, a mixed-use infill building. Boulder, Colorado. Designed by BAR Architects. (Photo by Doug Dun / BAR Architects)
Source: <https://www.probuilder.com/mixed-use-development-finds-better-blend>



Figure 3.3.3: Porter House, Manhattan, NY. Use of older buildings for vertical development. (Photo by Walker Thisted) Source: <https://builtworlds.com/news/shop-talk-closing-the-gap-between-construction-and-architecture/>

1.4. Housing Addition

Parcel # 74762 currently consists of a two story building with mostly commercial space. The first floor is NEKO Cat Cafe which sits partially underground due to the incline of Cornwall Street. The second floor houses Trek Bicycle. The buildings surrounding the parcel are currently mixed-use. The first floor being commercial and the above floors as residential units.

Figure 3.3.3. depicts an example of a housing addition that would create benefits for existing properties and increase building density of the downtown area.

OPEN SPACES / PARKS / PLAZAS

2.2. Raised Garden Beds

For a short term solution, raised garden beds are proposed to separate the large parking lot in parcel #178562 from the alley space and provide some beautification. As seen in Figure 3.3.4 below, landscaping with flowers and native vegetation is suggested. They could also double as a community garden for local residents to plant and tend to.



Figure 3.3.4: A neighborhood parking strip beautified with landscaping and raised garden beds (Photo by Megan Hansen) Source: <https://www.flickr.com/photos/nestmaker/3632842522/>

2.3. Open Plaza

An L-shaped, mixed-use, infill building on parcel #178562 allows for an inner-block plaza and seating area for apartment residents, shoppers, and general public use. There are opportunities for the addition of potted plants, greenery,

potentially brick or cobblestone pavers for placemaking and historic charm, and even art sculpture installations.



Figure 3.3.5: Landscaped courtyard of 33 Beekman, a college dormitory building for Pace University, Financial District, New York City.

Source: <https://naftaligroup.com/project/33-beekman-street/>

The open courtyard-plaza would be immediately adjacent to the alley and serve as a pleasant outdoor open space where browsing shoppers of the commercial and retail shops can rest for lunch. Residents of the apartments above and general public can also enjoy the outdoor seating area. An example of a residential courtyard is shown in figure 3.3.5. below. It could be easily modified to fit the exact needs of the adjacent alleyway.

SOCIAL AND HUMAN CAPITAL

3.4. Arch Entrance

An arch entrance with a notable and specific alley name helps create sense of place, as well

as aiding in wayfinding. Along with general alley redevelopment, unique signage helps draw visitors and tourists, as we can see in Seattle's own successful example, Post Alley, which is shown in Figure 3.3.6.

There's a lot of potential for redevelopment of this unnamed alley given the proposed infill mentioned. There's existing brewery action between Gruff and Boundary Bay Brewing, both popular breweries lie within a half block of each other near the southwestern entrance to



Figure 3.3.6: Neon arched sign for Post Alley, Seattle, Washington. (Photo by Romina Heimburger, 2014)

Source: https://global-geography.org/af/Geography/America/United_States/Pictures/Seattle/Post_Alley

the alley. This project proposes a naming initiative for all downtown alleys. Local businesses could earn the right to name an alley by sponsoring the space through partial funding or contribution to its maintenance and success. Alley names can also be approved by a relevant board or local Bellingham citizens. The alley name should be locally significant and culturally relevant. Archways and signage should be installed at least 13 feet above the ground to allow access for emergency, service, and utility vehicles.

ENVIRONMENTAL / SUSTAINABILITY

4.1/ 4.2. Green Wall with Native Plants and Green Roof



Figure 3.3.7: Green wall art on the Universidad del Claustro de Sor Juana campus, Mexico City

Source: <https://matadornetwork.com/read/green-walls-world/>

The current use of parcel # 178804 is mixed-use, with office space on the first floor and residential above. The blank roof and sides have a great opportunity for implementing a green wall. The vegetation used would have to be native epiphytic plants that are shade resistant since the alleys don't receive much natural light. It be inviting for passerby's to look at the green art. An example is seen below in figure 3.3.7.

Increasing the productivity of the unused roof space is a great opportunity for redevelopment. Uses range from decoration, enjoyment, beautification, or a rooftop community garden space for building residents. The green space can be used to support needs of locals like any other community garden/park.

UTILITIES

5.1. Consolidated Trash / Recycling / Compos



Figure 3.3.8: Artwork by Lamar University students, Bailey Broussard and Zainab Mariah, as part of a project to raise awareness about recycling.

Source: <https://www.lamar.edu/news-and-events/news/2019/08/dumpster-art-to-trigger-recycling.html>

The several different dumpsters/bins throughout alley 7 can be consolidated and placed in a designated, tucked away, spot from public view. A solution for improving the aesthetics of consolidated trash could be decorating their exterior much like in figure 3.3.8. The exterior artwork painted on the bins can be commissioned by a local artist, bring more color, and liveliness to the space than other ways of concealing trash receptacles.

5.2. Hookups (Electricity / Water)

The idea behind having water and electricity box hookups is so that food trucks and other vendors can easily set up shop in the alley to sell food.



Figure 3.3.9: Vendors Row at Western Washington University. Photo by Roisin Cowan-Kuist.

Source: <https://www.westernfrontonline.com/2018/04/04/vendors-row-adjusts-to-its-new-location-amidst-construction/>

This small addition can make the alleyway more inviting, productive to local businesses, and a way to increase patronage.

The utility boxes can also provide an opportunity for special events hosted in the alley, such as seasonal festivals and venues. They would be funded and owned by the city and can also be rented out as well. Business owners would have to connect with the city in order to come up with a contract for the space and utility box use. This could also be a new source of funding for the city as well. The inspiration came from WWU's own Vendors Row, seen in the figure above, where spaces have electricity and water line hookups built into the wall itself.

CONNECTIVITY AND PUBLIC SAFETY

6.1. Lighting

Alley safety can be greatly improved by the simple addition of lighting. Using warm string lights or ornate wall fixtures can create a welcoming and cozy feeling that fits well with the historic brick character of downtown Bellingham.

String lights can be placed on the northwestern half of alley 7, where two tall-standing buildings side the alley space. Where it is not possible to string lights across the top of the alley space, ornate wall fixtures, lamp posts, or other similar lighting solutions can be used.

Lighting solutions should be present in all redeveloped alley spaces and should also differ across the downtown in order to reflect individual character. Several creative and artistic styles of alley lighting are shown in Figure 3.3.10 to the right.



Figure 3.3.10: "Activated" alley display in downtown Denver, Colorado, with many different lighting solutions; string lights, wall fixtures, and several creative character-specific light features.

Source: <https://www.denver.org/blog/post/alleyways/>

- **1. Development Opportunities**
 - 1.1 Arcade-style shops
 - 1.2 Alley walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
- **2. Open Space/Parks/Plazas**
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Open plaza (with seating area)
- **3. Social and Human Capital**
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Arch entrance
 - 3.5 Vendor stalls
- **4. Environmental/Sustainability**
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- **5. Utilities**
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- **6. Connectivity and Public Safety**
 - 6.1 Lighting (string/lamps)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk

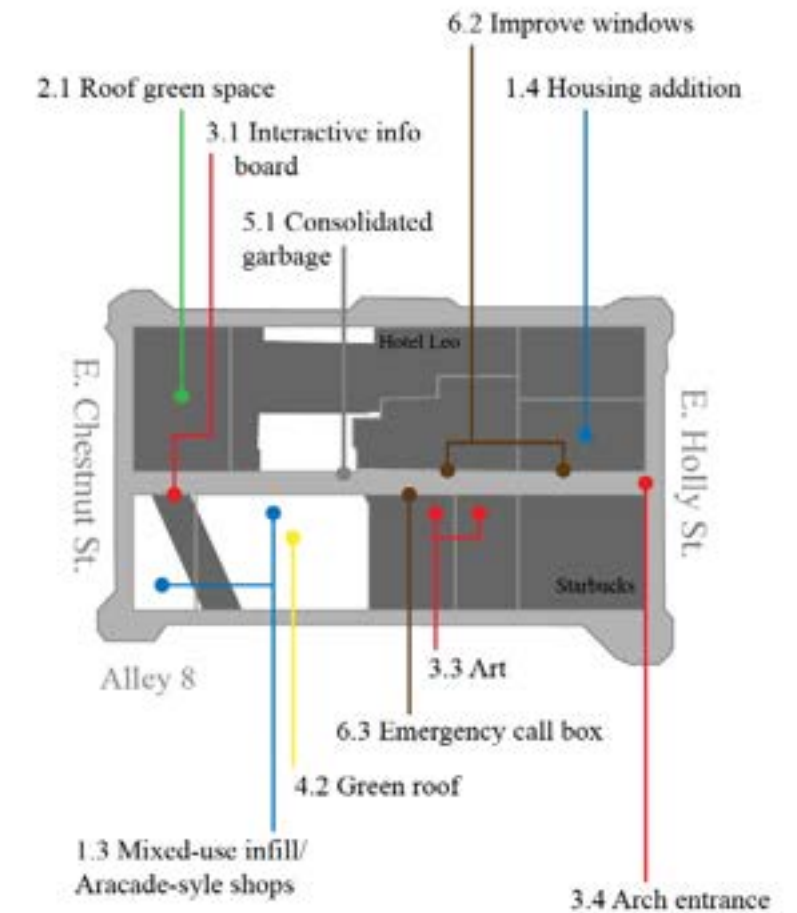




Figure 3.11: Housing addition above two-story building

Source: <http://www.nextportland.com/2016/02/05/north-18-dar/>

DEVELOPMENT OPPORTUNITIES

1.1 & 1.2. Mixed-Use Infill / Arcade-Style Shops

The current use of parcels #74850 and 74893 are inefficient and needs to be repurposed. Redeveloping it into mixed-use infill would better utilize the space.

The infill would feature arcade-style shops on the ground floor with housing units in the levels above. The recommended height for this building would be a maximum of 10 stories so it doesn't stand out too much. Most downtown buildings have not been built up as far yet. This mixed-use building would feature affordable housing units of two-bedrooms or more. Studios and one-bedroom units would be available but limited. Windows of units lining the alley keep eyes on

the space. The shape of the proposed building forms an upside down "U" providing a small courtyard and lobby area for residents while also creating opportunities for customers to look at shops on the bottom floor. An example of the building can be seen in Figure 3.3.11/3.3.12.

Underground parking, in order to provide more available street parking to non-residents, would be beneficial. Arcade style shops should be consistent with the color sequence and theme of the building. A main walkway in the middle of the first floor could open onto the alley.

1.3. Housing Addition

Housing infill above the existing two-story Bank of America, on parcels #74850 and 74893 increases density for alley 8 and provides support for affordable multi-family housing units.

As of right now the style of Bank of America is a grey concrete with dark tinted windows. The new expansion would include 3 additional stories and bring some more life into the downtown core.



Figure 3.12: Conceptual drawing of the "U" shaped building.

Source: <https://www.citizen-times.com/story/news/local/2020/08/26/asheville-hotel-construction-patton-ave-begin-after-covid-delay/5631202002/>

OPEN SPACE / PARKS / PLAZAS

2.1. Roof Green Space

Parcel #74826 is occupied by multiple businesses: Kay Cake, Yun Gane, Senior Lopez, Muto Sushi, and Son Rise Real Estate. The rooftop is currently used as a parking lot.

There's potential here for open green space, accessible to the general public, as a spot to sit, relax, and enjoying the clear views of Bellingham Bay. An example of such a place is shown in Figure 3.3.13. The building neighbors the Hotel Leo which is an added bonus for tourists wanting to enjoy the beautiful and unique urban environment Bellingham has to offer. This also encourages public use of the alley since the park would be only accessible from it.



Figure 3.3.13: Example of rooftop open green space.

Source: <https://ecogardens.com/green-roofs>

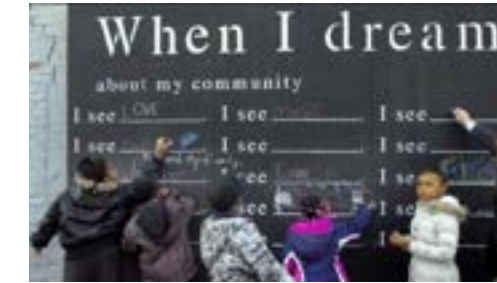


Figure 3.3.14: Interactive community chalk mural

Source: <https://aohamer.com/blog/2015/8/7/23rd-and-union-chalkboard-mural>

SOCIAL AND HUMAN CAPITAL

3.1. Interactive Information Board

The blank wall near alley 8's entrance, facing Chestnut Street, could be utilized with the addition of a chalkboard mural. This would be a wonderful way of increasing community engagement by adding permanent or removable sticker prompts, such as "Where is the Best Place to Eat?", "My favorite place in Bellingham is...", or "My 2021 goal is...". The ideas for these prompts are endless and an interactive chalkboard can also inform local community members about events or venues. One such example could be, "The neighborhood meeting is tonight @ the library". Illustration of idea in Figure 3.3.14 below.

The idea would be to have it fully covered in art by several local artists that can collaborate (multiple local artists for a very large project) on a theme that would be consistent with the

surrounding area. The whole garage itself can even be transformed into a very large art piece that could double as a tourist attraction. Some side benefits of this is an increased downtown architectural identity, wayfinding, and local art usage. The possibilities here are also numerous. One such design by Olalekan Jeyifous is shown in Figure 3.3.15.



Figure 3.3.15: Parking garage artwork in downtown Durham, NC by artist Olalekan Jeyifous, 2017

Source: <https://www.smartdurham.org/corcoran-garage-wrap>

ENVIRONMENTAL / SUSTAINABILITY

4.2. Green Roof

Parcels # 74893 and 74936 can also feature a green roof on top of the parking garage much like the example in Figure 3.3.16. A structure of this size can be split up into multiple different sections. One section a community garden, another with decorative landscaping plants, perhaps even a space for solar panels. Public amenities similar to a neighborhood park could be implemented here dependent on the needs of local residents just like any other city park.



Figure 3.3.16: Example of parking garage rooftop garden/green space

Source: <https://www.prosightspecialty.com/in-the-news/niche-stories/urban-rooftop-garden-benefits/>

UTILITIES

5.1. Consolidated Trash/Recycling

Centrally located solid-waste collection areas, much like Figure 3.3.17, could be implemented near the parking garage due to available space to support consolidated bins. This will increase appeal and space along the alley for additional amenities. Larger bins can be fenced off to hide them from view and for aesthetic appeal.



Figure 3.3.17: Fenced consolidated trash/recycling

Source: <https://www.peerlessfence.com/commercial/solutions/dumpster-enclosures/>

CONNECTIVITY AND PUBLIC SAFETY

6.2. Improved Windows Facing the Alley

The Hotel Leo building uses only a third of the space aligned with the alley. Most of it is brick with a few art pieces. Improvement of safety and crime prevention can be achieved by installing windows that face the alleyway much like Figure 3.3.18. This follows Jane Jacobs' infamous idea of building a safer community by putting more eyes onto public spaces.



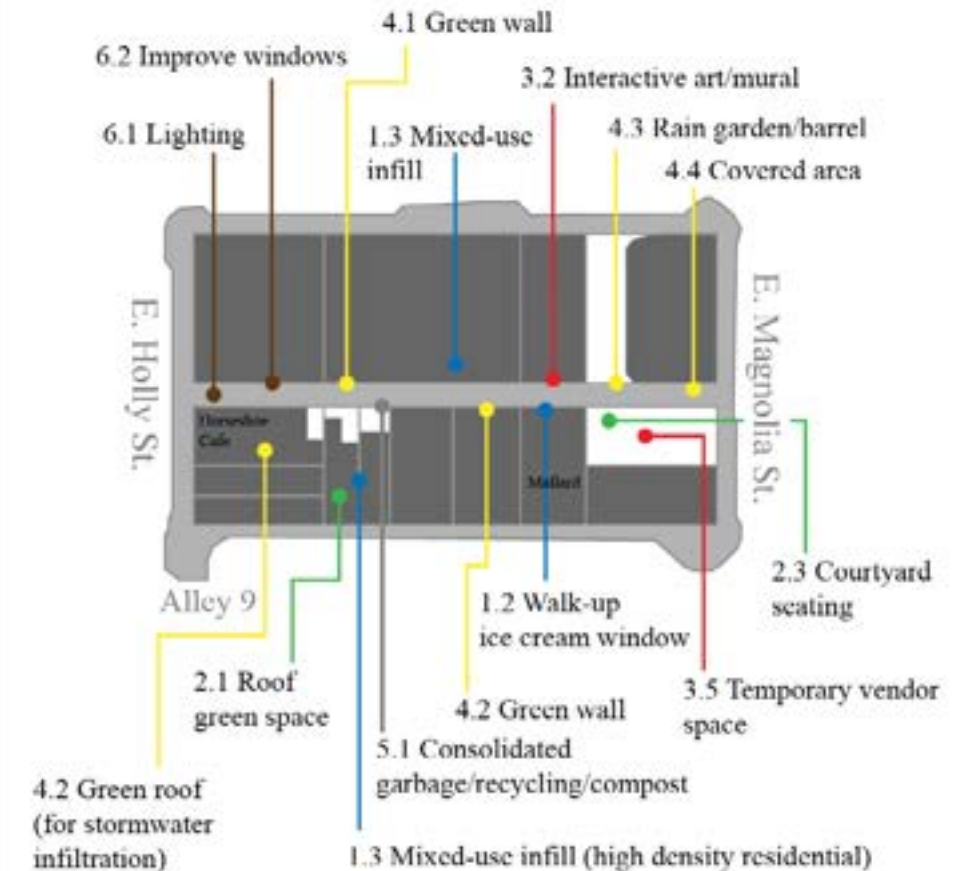
Figure 3.3.18: Window frontage on a brick facade

Source: <https://ny.curbed.com/2017/1/15/14278252/brooklyn-heights-carriage-house-for-sale>

6.3. Emergency Call Boxes

Adding an emergency call box in the alley is a similar idea to the system currently used on Western Washington University's campus. This utility will increase lighting similar to a regular lamp post when not in use. It adds a way to call for anyone who is feeling unsafe in the alley. This can be located near the consolidated trash/recycling to serve as lighting for businesses throwing out waste as well.

- **1. Development Opportunities**
 - 1.1 Arcade-style shops
 - 1.2 Alley walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
- **2. Open Space/Parks/Plazas**
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Open plaza (with seating area)
- **3. Social and Human Capital**
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Arch entrance
 - 3.5 Vendor stalls
- **4. Environmental/Sustainability**
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- **5. Utilities**
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- **6. Connectivity and Public Safety**
 - 6.1 Lighting (string/lamps)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk



DEVELOPMENT OPPORTUNITIES

1.2. Added Frontage to Existing Shops

One of the businesses on parcel # 75134, that fronts this specific alley section, is Mallards Ice Cream. A popular sweet treat destination for those in and out of Bellingham. One such future opportunity, in regards to expanding commercial acitivity, is extending store frontage to face the alley way.

This walk-up window could draw more customers to a pedestrian-scale locale where anyone can quickly buy a scoop or two. Provided with nearby seating, to enjoy such treats on sunny days, will complement this addition wonderfully. Such a proposed idea already exists at the Pye Hole location, as depicted in Figure 3.3.20, on the side of La Fiamma Pizza. Adding this store front addition to the alley would provide public incentives to use the alleyway as pedestrian space.



Figure 3.3.20: “Pye-Hole” walk up window. La Fiamma Pizza in downtown Bellingham. Source: <https://www.lafiamma.com/pye-hole>

1.3. Mixed-Use Infill

Currently, parcel # 75066 is vertically under-utilized, as all of the buildings are only 1-2 stories tall. This area has great potential for increased density, especially infill development with residential units. This would mainly be on top of the Pawnshop, but could expand to the neighboring buildings in parcel # 75090 (Avenue Bread, Sojourn Clothing, etc.).

The buildings are older, but appear structurally sound. Developers would need to determine whether buildings can be structurally braced before adding more floors, or if they have to be rebuilt entirely. If rebuilt, the building’s design should be similar to what is currently standing. If the original building is retained, consider setting back newer development to maintain the character of the older buildings, as seen in Figure 3.3.21.



Figure 3.3.21: Residential infill with setback; Kolstrand Building by Graham Baba Architects. Seattle, WA. Source: <https://blog.buildllc.com/2012/11/examples-of-urban-infill/>

Another opportunity for future mixed-use infill can be found in parcel # 75038 between the Stone Moon and the Dakota Art Supply Store. This building is currently on the market for leasing to potential buyers. Bifurcating the building so that part of the store frontage faces the alleyway will be a huge incentive to foster a pedestrian space. Expansion of commercial activity facing the lane will not only soften the trench-like character of the alley, but will add more eyes onto the space via store window frontage, thereby also mitigating against crime.

Using the space as a unique indoor shopping arcade can be enriching for both the visitor and as well as the resident living above the shops. Focusing on pedestrian scaled shopping that integrates with affordable housing units can also increase foot traffic in the alley, leading the space to become perhaps a future tourist attractor. One such popular spot with indoor arcade style shopping can be seen in Figure 3.3.22.



Figure 3.3.22: The Strand Arcade. Sydney, Australia. August, 2017. Source: https://en.wikipedia.org/wiki/The_Strand_Arcade#/media/File:The_Strand_Arcade_201708.jpg



Figure 3.3.23: Depiction of green roof space with restaurant seating. Source: <https://www.southwestjournal.com/focus/homes/2019/09/green-roofs-bring-complications-and-joys/>

Parcel # 75147 abutts both Mallards Ice Cream and a row of shops and is currently a parking lot. In the future, infill development can turn this nestled corner into a vibrant public space for pedestrians. The neighboring pergola art piece covering the alley entrance can extend over this space to provide a colorful, imaginative, covering so that it may be used in all types of weather. See Figure 3.3.24.

Figure 3.3.24: Fairhaven Village Greenspace. Fixed coverings with pedestrian amenities underneath. Source: <https://iframe.cob.org/services/recreation/parks-trails/Pages/fairhaven-village-green.aspx>

This building is currently occupied by Fiamma Burger - a one-story building. This proposal suggests introducing a green roof space with seating for the restaurant. Interior structural development would be required to include a stairway to the roof, so that servers and customers could easily get there and back.

OPEN SPACE / PARKS / PLAZAS

2.1. Roof Green Space

The one-story building on parcel # 75056, is currently occupied by Fiamma Burger. A green roof space with restaurant seating is a great opportunity here. Interior structural development would be required to include stairway roof access for servers and customers. The roof space would mainly be for seating and lounging. Simple greenery can be added like shrubs or flowers, as seen below in Figure 3.3.23.

2.3. Plaza

Although it consumes little space, enclosed courtyard seating is such a small luxury rarely afforded to the average pedestrian.

This area has potential to be used as a public courtyard to either relax and enjoy delicious grub, purchased only a stone's throw away from local shops, and as a temporary location for pop-up vendors to sell their wares. This will be explained further in the following sections. Its prime location close to the alley entrance provides another incentive for increased foot traffic. This is also a prime spot for providing shelter of the homeless population. Provided benches can be designed as temporary pop-up shelters to give options to those facing housing insecurity. The area can be wrapped-around with fencing or vegetation further delineating between automobile traffic and an enjoyable public space.

SOCIAL AND HUMAN CAPITAL

3.2. Interactive Art / Mural

The wall located on the back of the Dakota Art Store is a part of the alleyway facade. It is also clearly visible from the alley entrance. This large swath of wall space is the perfect canvas to display local artwork. And what better way to advertise the art store than through a community-based mural on its back wall. Ideas for such artwork can manifest in a mural or depiction of local history. The artwork should be unique and representative of Bellingham so that nearby residents can take pride. It's a great opportunity to involve the community in creating an art piece, much like in Figure 3.3.25, that will soften the industrial character of the passageway.



Figure 3.3.25: Example of an interactive alley mural. Downtown Bellingham, WA. Photo by Zach Griffin, 2021.



Figure 3.3.26: Vendors Row. WWU Campus. Photo by Johnathan Pendleton, 2017. Source: <https://www.westernfrontonline.com/2020/03/14/campus-closures-worry-vendors-row/>

3.5 Vendors Stalls

Parcel # 75147 was mentioned as an ideal spot for an enclosed public plaza. This same spot can be reimagined as a potential location for temporary vendor stalls. Prime examples of such a space exist on the large scale with the world famous Pike's Place Public Market in downtown Seattle, and the small scale with the popular Vendors Row, in Figure 3.3.26, on the WWU campus.

Opening the space as a temporary vendor location, combined with the covering overhead, can foster opportunities for local businesses and incentivize the public to travel to these locations. On top of that, the nearby street furniture will provide accommodations to potential customers.

Increased foot traffic provided by a now activated space will be beneficial to neighboring stores and aid overall public comfortability in the downtown area.

ENVIRONMENTAL / SUSTAINABILITY

4.1. Green Wall with Native Plants

Apart from transforming parcel # 75038, as mentioned before, the wall space left over is a key spot for a vertical green wall or a VGS. The purpose being that it covers the space in native vegetation and adds identity to the alley. Green walls are also utilized to increase comfortability and charm of an otherwise cold, and indifferent, environment. The structure itself can even be a statement of art as seen locally in places such as the Granary building on Chestnut Street in Figure 3.3.27.



Figure 3.3.27: Vertical greenery art piece on the side of the Granary building. Bellingham, Washington. Source: <https://www.pinterest.com/pin/71494712809104879/>



Figure 3.3.28: green roof space with restaurant seating

Source: https://www.mortarr.com/photo/view/images/project_gallery_images/bison-innovative-products-symphony-house-apartment-green-roof-patio-design/37613

4.2. Green Roof

This corner plot is currently occupied by Horseshoe Cafe, a two-story building. The side of the building fronting the alley is currently blank; therefore, there are plenty of opportunities to develop this space. The blank wall can be turned into a living wall, irrigated by water filtering down from a green roof.

The roof itself could have multiple uses. It could either be a green space used for stormwater filtration, or it could function similarly to the proposed development next door - a rooftop green space with seating for customers, as seen below in figure 9.4.2. Horseshoe Cafe, located on parcel # 75028, is a popular downtown designation, and the roof space could be used for outdoor seating. Rainwater collected from the roof could be used to cycle through the living water, creating a self-sustaining mini-ecosystem.

4.3. Rain Garden / Barrel

Rain gardens or barrels provide important opportunities for natural resource education and progress a municipality towards sustainable stormwater management. They can be used to slow down stormwater so the system which manages it does not become overwhelmed. They can also be critical factors in regards to mitigating urban-produced toxins out of important water bodies like Bellingham Bay.

For this alley, it is proposed that such a device can be combined with the pergola, explained in the next section, and integrated into the infill proposal of the parking lot it neighbors on parcel # 75147. There are a plethora of ways this can be achieved.

Figure 3.3.29: Example of unique and creative water feature art that can enhance the experience of a simple rain storm. Source: <https://www.amazon.com/Jeco-FCL055-Outdoor-Fountain-Multicolor/dp/B00FJ13M30>



Raised water garden beds can delineate the alley space from abutting properties while also providing a sense of organization. Water-dependent fauna can be planted in these beds supplying vegetation to again soften the harsh alleyway character.

Water flowing off the covered areas can accumulate into these devices. If raised water gardens are impractical, then simple art pieces can work as well. A good example of this is a row of large vases ordered from large to small. The first filling to the brim with rain water then overflowing into the next vase produces a sequenced effect until all vases are filled and the last one pours into a drain. An example of such a water feature is depicted in Figure 3.3.29.

Artwork can be a celebration of water and also reduce stormwater runoff. Other benefits include appealing aesthetics, identity, and uniqueness.



Figure 3.3.30: Style example of arched pavilion structure. Scale can be adjusted for multi-modal accommodations. Source: <https://www.coloradosheds.com/outdoor-living/pavilions-in-colorado/>

UTILITIES

5.1. Consolidated Trash / Recycling

There is an existing setback on the back side of Frank's

Place Pawnbroker and Fiamma Burger. This space is currently used for employee parking and garbage. The setback is not deep enough to introduce outdoor seating of any kind, yet it is an ideal space to consolidate trash and recycling receptacles, as seen in Figure 3.3.32. The setback could be used for trash collection from the surrounding restaurants and businesses, thus reducing the amount of trash bins lining the alley.



Figure 3.31: Example of stained-glass artwork on roof. Source: <https://www.pinterest.com/pin/815503445007435792/>

Figure 3.3.32: Example of covered trash receptacle. Source: <http://ideasoutdoor.selbermachendeko.com/mulltonnenbox-alu-mit-larcheturen/>

4.4. Covered Area

A pavilion-style pergola, as seen in Figure 3.3.30 above, with a stained glass, or colored plexi-glass for frugality, roof illuminating the ground with rainbow-tinted rays of light. Seen on the left in Figure 3.3.31. This structure could be a crowning jewel when redeveloping alley spaces. It provides shelter from inclement weather. Adds a stunning display of uniqueness that will attract locals and non-locals alike. As mentioned above this archway can also be apart of a larger art-piece that slows down stormwater runoff.

The sides of this pavilion-like structure can be delineated either through fencing, raised water garden beds, or rainwater art sculptures. Even a sign displaying the name of the alley can be placed on this structure to increase the sense of place or wayfinding adding more to the charm of its surrounding features.



Figure 3.3.33: Examples of string-lights used in alleys. Source: <https://www.wmbfnews.com/story/37376182/string-lights-added-to-conway-alley-in-citys-continued-efforts-to-make-it-more-appealing/>

6.2. Improved Windows Facing the Alley

At the alley entrance facing Holly Street, it is proposed that the corner store on parcel # 74982, currently JJ's, extend store frontage from the sidewalk to wrap into the alley itself. Explained in earlier sections, the fronting of store windows onto the alley follows the idea of more eyes onto the street as means to intensify community comfortability and safety.

The added store frontage breaks down the bland continuous wall facade, which harbors negative resentments to alley spaces in the first place.



Figure 3.3.34: Example of businesses fronting alley. Source: <http://www.mjarchitecture.com/cadys-alley>

An additional purpose to this, being at the alley entrance, is the inviting feeling for pedestrians. See Figure 3.3.34.

CONNECTIVITY AND PUBLIC SAFETY

6.1. String Lights

At the same entrance of this alley intersecting with Holly Street, string lighting can be added for multiple reasons, as seen in Figure 3.3.33. Increased lighting improves the safety of the alleyway and also softens its character. Pedestrian comfortability is key to providing incentives to travel through or use the space for leisure or commercial activity.

3.4 SWOT Analysis: Alleys 10-12

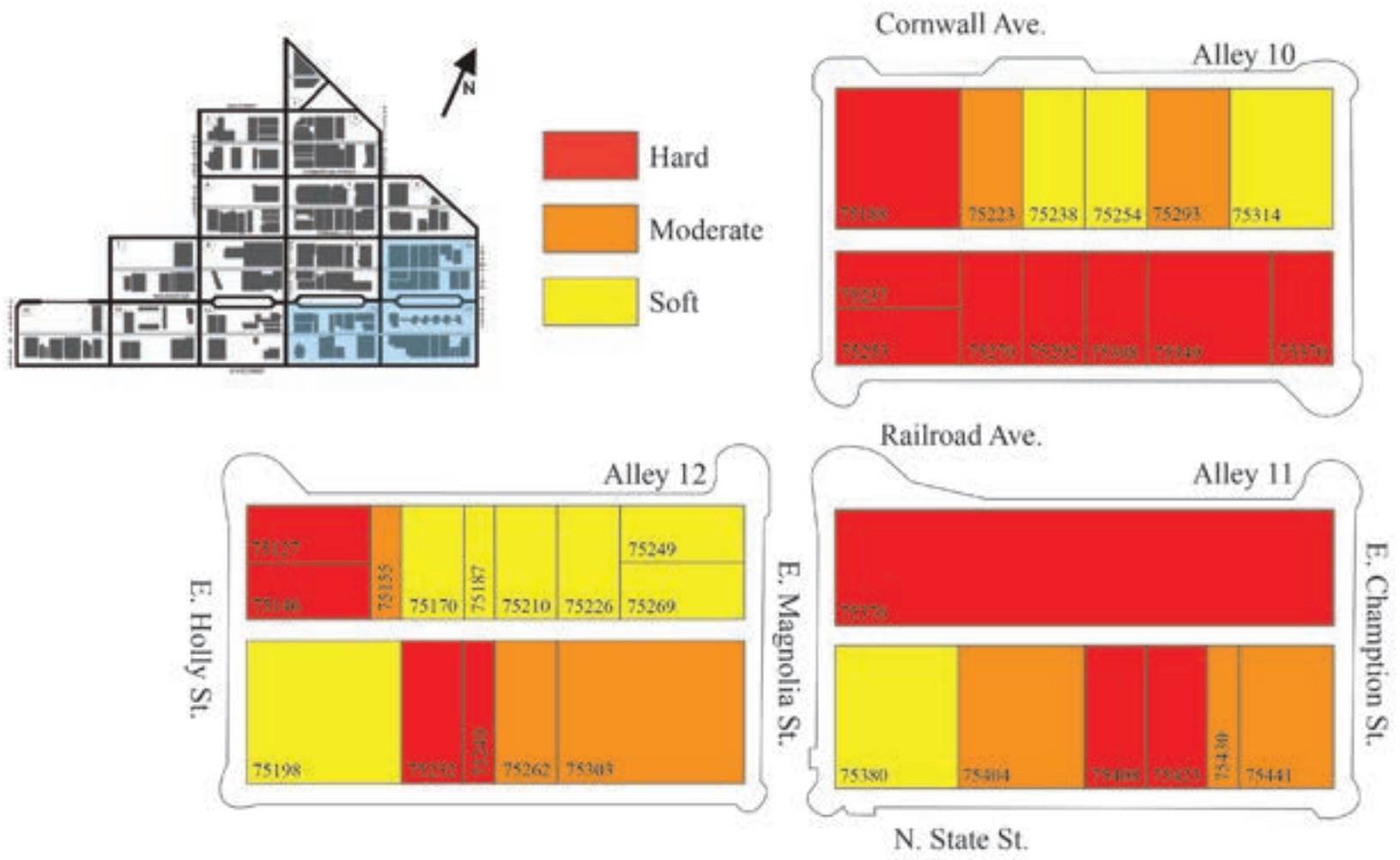
Criteria	Strengths	Weaknesses	Opportunities	Threats
Environment				
Comfort Zone	<ul style="list-style-type: none"> Moderate daily temperatures: only goes above 90 °F in the summer every few years. Daily temperatures rarely go below freezing in the winters, with snow only 1.8 days of the year on average. Wind speeds are generally calm at a yearly average of 6.5 knots. 	<ul style="list-style-type: none"> Lots of rain and little sun: rains 168 days out of the year with an annual average of 36 inches total. Humidity ranges from 61%-71%. Sunny for only 40% of the year. 	<ul style="list-style-type: none"> Extend the comfort zone: heat lamps to aid temperature, string lights to aid solar exposure, capopies and awnings to protect from the rain 	<ul style="list-style-type: none"> Smaller comfort zone: climate change will increase precipitation and cloud cover, increasing development and building heights will decrease solar exposure
Stormwater Management	<ul style="list-style-type: none"> Permeable pavement: some permeable pavement exists downtown Current goals: stormwater management is a high priority in Bellingham 	<ul style="list-style-type: none"> Impermeable pavement: alleys consist of broken or impermeable pavement Current stormwater management systems: no rain gardens exist in alleys 	<ul style="list-style-type: none"> Replace roadway: some parts need to be repaired anyway, permeable pavement is cheaper than asphalt and reduces the rate and quantity of stormwater runoff while filtering silt and other debris Rain gardens: installation of rain gardens could reduce the amount and rate of stormwater runoff, could be incorporated as art/ environmental education pieces 	<ul style="list-style-type: none"> Construction: initial costs to install as well as maintenance costs, road closure during construction which would disrupt current services conducted in alleys Space and cost: Alleys do not have a lot of space to provide the largest and most effective rain gardens, costs are associated with implementation and maintenance
Green Art	<ul style="list-style-type: none"> Weather to activate art: Alleys act as wind tunnels, low intensity rainstorms 	<ul style="list-style-type: none"> Weather is not always active: art activated pieces would not always be functional 	<ul style="list-style-type: none"> Art: wind activated sculptures (could also double as energy generation), solar charged lighting, rainwater recycling pieces, connection to nature, rain activated installations, environmental education 	<ul style="list-style-type: none"> Space and cost: Alleys do not have a lot of space, costs are associated with implementation and maintenance

Criteria	Strengths	Weaknesses	Opportunities	Threats
Vertical Greenery Systems	<ul style="list-style-type: none"> VGS exist in downtown: the vgs that are downtown offer psychological benefits to urban dwellers, aesthetic benefits, and identity to the buildings they grow on. Bellingham alley conditions provide enough rain for them to grow, and the large blank walls on either side of an alley are perfect places for a vgs to thrive 	<ul style="list-style-type: none"> Not a lot of sun or research: Alleys receive limited amounts of solar exposure which plants need to grow, and there is not much research showing impacts of vgs to stormwater runoff 	<ul style="list-style-type: none"> Many benefits: vgs remove toxins from the air and improve air quality, reduce noise by 40 dB, provide habitats for wildlife (mostly birds), increase the value of real estate, provide connection to nature, and serve as art and environmental education 	<ul style="list-style-type: none"> Created risks: gentrification, costs of implementation and maintenance, and debris from falling leaves
Planter Boxes/ Added Greenery	<ul style="list-style-type: none"> Current conditions: there are many planter boxes/plants surrounding downtown alleys and the political climate is in favor of green development and design 	<ul style="list-style-type: none"> Industrial alleys: many alleys that have buildings on each side have no greenery within them 	<ul style="list-style-type: none"> Planter boxes: adding greenery provides urban dwellers connection to nature, can use native species that are adapted to the climate, offer aesthetic appeal and character, improve air quality, and capture rainwater 	<ul style="list-style-type: none"> Impede on the roadway: adding planter boxes onto the roadway could narrow the alleyway and impede on paths needed for services vehicles
Land Use				
Interurban Alley trails	<ul style="list-style-type: none"> COB provides a system of trails (ie. interurban trail) within the city as part of the informal pedestrian network. 	<ul style="list-style-type: none"> While favorable, trails through the downtown study area are few and far between. 	<ul style="list-style-type: none"> Increase opportunities and accessibility to travel along trails in downtown - Developed alleys could provide a better connectivity and safety while traveling on foot. 	<ul style="list-style-type: none"> Costs of adding trails/developing alleys, loss of alleys as a utility space
Bike Security and Ridership	<ul style="list-style-type: none"> There are plenty of bike racks in the urban core 	<ul style="list-style-type: none"> The majority of the bike racks in the urban core are insecure and prone to bike theft 	<ul style="list-style-type: none"> Create high quality bike parking to increase user confidence and bike ridership. Provide bike parking in alleyways and/or as apart of urban infill 	<ul style="list-style-type: none"> Cost & maintenance / land use conflicts
Alley Bike Routes	<ul style="list-style-type: none"> Many arterial and side streets have bike lanes or bike infrastructure 	<ul style="list-style-type: none"> The bike infrastructure network is fragmented; some streets are dangerous for bikes 	<ul style="list-style-type: none"> Complete the urban bike network using alleyway routes to increase connectivity, safety, and bike ridership. Provide bike infrastructure in alleyways to connect network without intruding on streetscape 	<ul style="list-style-type: none"> Funding, land closures, and opposition from interest groups

Criteria	Strengths	Weaknesses	Opportunities	Threats
Historic Alleyway Information Walk	<ul style="list-style-type: none"> There are many historic buildings in downtown Bellingham that contribute to aesthetic and character of the city 	<ul style="list-style-type: none"> The historic buildings are disjointed and without reference to others; the historic aesthetic is piecemeal 	<ul style="list-style-type: none"> Utilize alleyways as historic & cultural spaces. This could come in the form of historic walks/ self guided tours, informative/ historic art, connectivity info to other historic locations and Lummi Nation. Unused train track in #11 could be informed upon. 	<ul style="list-style-type: none"> Cost & maintenance / land use conflicts
Transportation				
Land Use	<ul style="list-style-type: none"> The bus depot in alley 10 is an important local hub providing transportation services. 	<ul style="list-style-type: none"> Alley 10 has a level break of several feet between the alley and the bus depot. Many buildings have small parking lots in their front or back. 	<ul style="list-style-type: none"> Parking lots along alley 12 give space for redevelopment or improved access to alleys. In alley 12 about 1/3 of the north side of the alley has severe fire damaged buildings. These should be demolished and redeveloped, perhaps as a plaza between the alley and Railroad Ave. 	<ul style="list-style-type: none"> Direct adjacency to the bus depot could discourage alley activities since the alley is defined differently than the others.
Demographics	<ul style="list-style-type: none"> The overall population of downtown Bellingham is growing, as well as its ethnic diversity 		<ul style="list-style-type: none"> More people could help to improve demographic diversity further and increase population density 	<ul style="list-style-type: none"> Increasing population means more housing is needed. If development plans aren't implemented things will continue to get more expensive and less affordable.
Housing	<ul style="list-style-type: none"> Some buildings are multi-use such as the corner of Holly and Railroad on alley 12 	<ul style="list-style-type: none"> There is little to no housing along most of the alleys. Most buildings are 1 or 2 stories with little alley frontage 	<ul style="list-style-type: none"> A few buildings have unused housing space which could probably be remodeled 	<ul style="list-style-type: none"> Damaged buildings in alley 10 could lower property value and discourage investment if left unaddressed
Urban Morphology				
Condensed Core	<ul style="list-style-type: none"> High connectivity- everything is closer together, meaning it is easier for pedestrians to travel between downtown destinations. 	<ul style="list-style-type: none"> Even though the alleys are connected through the core, they are generally underused spaces by pedestrians. 	<ul style="list-style-type: none"> Future events could be planned to continue down multiple blocks through the alleys. 	<ul style="list-style-type: none"> Events in the alley would decrease vehicle activity. Limiting garbage and delivery services businesses and residents rely on.
Short 1-2 Story Buildings	<ul style="list-style-type: none"> Allows for greater sun exposure in alleways, especially during winter months. 	<ul style="list-style-type: none"> Does not provide cooling shade during summer. 	<ul style="list-style-type: none"> Awnings/Heaters installed for inclement weather conditions. 	<ul style="list-style-type: none"> Expensive to install infrastructure.

Criteria	Strengths	Weaknesses	Opportunities	Threats
Tall 3-5 Story Buildings	<ul style="list-style-type: none"> Allows for denser use of alleyway space by multiple parties on multiple floors of buildings. 	<ul style="list-style-type: none"> Possibility for overuse of alleyway space by multiple groups. 	<ul style="list-style-type: none"> Possible spot for mini events, business workers and apartment dwellers from one alley. 	
Parking Lots	<ul style="list-style-type: none"> Versatility (lots can be used for different things throughout the year). 	<ul style="list-style-type: none"> Large, unutilized parking lots can often take away from the aesthetics/identity of an alley when not in use. 	<ul style="list-style-type: none"> Parking lots can be used for large events, such as block parties, summer events, farmers markets, or rallies. 	<ul style="list-style-type: none"> Businesses will lose parking when lots are used for events.
Accessibility	<ul style="list-style-type: none"> Highly accessible for garbage and delivery services. 	<ul style="list-style-type: none"> High vehicle traffic decreases pedestrian use. 	<ul style="list-style-type: none"> Design alleys to be more pedestrian friendly and discourage heavy vehicle traffic. 	<ul style="list-style-type: none"> Many businesses rely on alleys for garbage and delivery services, may be hesitant to support alley revitalization.
Frontage	<ul style="list-style-type: none"> Doors connecting alleyway to the adjacent businesses allow them to have outdoor seating. 	<ul style="list-style-type: none"> Alley doors often connect to back rooms or kitchens of restaurants, which is not great when bringing guests out to the alley for outdoor seating. 	<ul style="list-style-type: none"> There is an opportunity to make frontage in alleyway more attractive and inviting. 	<ul style="list-style-type: none"> Land Use conflict with garbage and delivery trucks.
Society & Culture				
Society	<ul style="list-style-type: none"> Alleyways are sometimes more effective routes than sidewalks for certain demographics. 	<ul style="list-style-type: none"> Alleyways often lack lighting and visibility which decrease user confidence and can lead to crime or dangerous situations. 	<ul style="list-style-type: none"> Consistent lighting could be added to increased safety and user confidence. 	<ul style="list-style-type: none"> Cost. Improved lighting does not always reduce crime or presence of danger. Could be considered "Hostile design" for the population who live in alleyways.
Culture	<ul style="list-style-type: none"> Downtown Bellingham often has street performers or buskers. 	<ul style="list-style-type: none"> There is not an adequate space, coverage, or light for street performance. 	<ul style="list-style-type: none"> Alley 10, 11, or 12 could be home to a small venue. Performances could cater to the local economy and provide a common location for these activities. 	<ul style="list-style-type: none"> Land use, cost, and noise pollution from a permanent location.
Art	<ul style="list-style-type: none"> Alleyways in downtown Bellingham are full of street artwork. 	<ul style="list-style-type: none"> Alleyway artwork is often temporary, poorly located, conflicting with private property, and uncredited. 	<ul style="list-style-type: none"> Alleyways could contain designated spaces for artists such as "frames" with credits and possibly lights. Alley art could play into a themed walk, or as apart of the Bellingham Art Walk. 	<ul style="list-style-type: none"> Threats would be the possibility of inappropriate or hateful creations in these spaces. Cost and maintenance, too.

3.4 Hard & Soft Capacity Analysis Map: Alleys 10-12



3.4 Capacity Analysis Spreadsheet: Alleys 10-12

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
Alley 10										
75188	13,754	Gen Stores (Rite Aid)	Pay'n Save Building Partnership	\$756,250	\$864,821	1.14	Hard	Living Wall		
75223	6,875	Eating Place (Bellingham Bar and Grill)	John E Tsimouris	\$378,125	\$718,669	1.90	Moderate	Walk-up Window		We represented this property as moderate.
75238	6,884	Mixed Use (For Lease)	Augustino Investments LLC	\$378,125	\$211,264	0.56	Soft	Retail	6,884	
75254	6,877	Othr Cult (Lime Light Cinema Bellingham, Allied Arts, Film is Truth)	Hall Properties LLC	\$378,125	\$285,488	0.76	Soft	Retail - Limelight is closing		
75293	9,244	Eating Place (Electric Beet, Express Computer Care, Pure Bliss Desserts)	Gracellis Properties LLC	\$462,500	\$704,391	1.52	Moderate	Contained Garbage Area		Parcel has unused parking in the back. We represented this property as moderate.
75314	11,393	Auto Rep Ser (Jiffy Lube)	Belcher-Bellingham LLC	\$591,500	\$293,890	0.50	Soft	Rain runoff garden	~25% of availble parking spaces	Building does not take up entire parcel, surrounded by parking
75253	5,501	Othr Ret Trd (Everyday Music)	Tiscornia & Sons LLC	\$330,000	\$325,739	0.99	Soft			The ratio determined this as a moderate site, but since it is a record store we represented it in the map as a hard site
75237	5,508	Othr Ret Trd (Sugar on Magnolia, The Tiki Room)	Laird Corp	\$302,500	\$421,063	1.39	Hard			Art on the sides of this building

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75270	5,503	Barber/Beaut (Bellingham Tech Cosmetology Program)	Dreamteam Holding INC	\$302,500	\$1,446,129	4.78	Hard			Art on the sides of this building
75292	5,504	Mixed Use (Stocktons Paint)	Dale & Susan Ragan	\$308,000	\$683,625	2.22	Hard			Art on the sides of this building
75308	5,494	Eating Place (Casa Que Pasa, Ruthless Tattoo)	Jaymarco LLC	\$302,500	\$484,209	1.60	Hard	Living Wall		
75349	11,006	Othr Ret Trd (Ruckus Room Arcade, Annex, the Local, Dark Tower Games)	Crews Family LLC	\$550,000	\$1,112,135	2.02	Hard	Living Wall		
75370	5,499	OTHR RET TRD (Cafe Adagio, Plum Hair Salon)	CREWS FAMILY LLC	\$313,500	\$469,971	1.50	Hard	Living Wall		
Alley 11										
75376	44,054	Bus Pas Locl (Whatcom Bus Station)	Whatcom Transportation Authority	\$870,000	\$1,000,000	1.15	Hard			Fence along the alley separating the bus station from the businesses
75380	13,764	Paint/Glass (Sherwin Williams)	1401 N State St LLC	\$687,500	\$351,829	0.51	Soft	Vendor Drive thru in current parking space; potential for multi-use infill over entire lot	1/3 of parking space; entire lot	Parking lot in the front of the building, not facing the alley.

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75404	13,779	Bowling (20th Century Bowl)	20th Century Bowling INC	\$550,000	\$630,759	1.15	Moderate	Bifurcate the back of the bowling alley for a small restaurant walk-up businesses using the garage door on the back of the building	Back 25-50% of bowling alley given to new business	Garage door facing the alley. We represented this property as moderate.
75408	6,876	Othr Fin/Ins (Bellingham Underwriters, Repose Massage Therapy)	KSLJ LLC	\$309,375	\$1,185,832	3.83	Hard	Art Mural		Bellingham Underwriters out of business?
75423	6,891	Sporting Gds (Vital Climbing Gym)	Benal Development INC	\$309,375	\$606,567	1.96	Hard	Art Mural & historic plaque explaining the tram tracks		
75430	3,452	Mixed Use (Vital Yoga Studio)	Mureau Family Revocable Living Trust	\$206,280	\$271,124	1.31	Moderate	Bike Storage	1-2 Parking spaces; uneven grade land	Looks to be parking in the back, but there is a steep grade decrease that leads to businesses below. We represented this property as moderate.
75441	10,320	Mixed Use (Worn Again Thrift, Bbay Running)	Fussner Building LLC	\$484,711	\$1,223,381	2.52	Moderate	Bike Storage	1-2 Parking spaces; uneven grade land	Looks to be parking in the back, but there is a steep grade decrease that leads to businesses below. We represented this property as moderate.

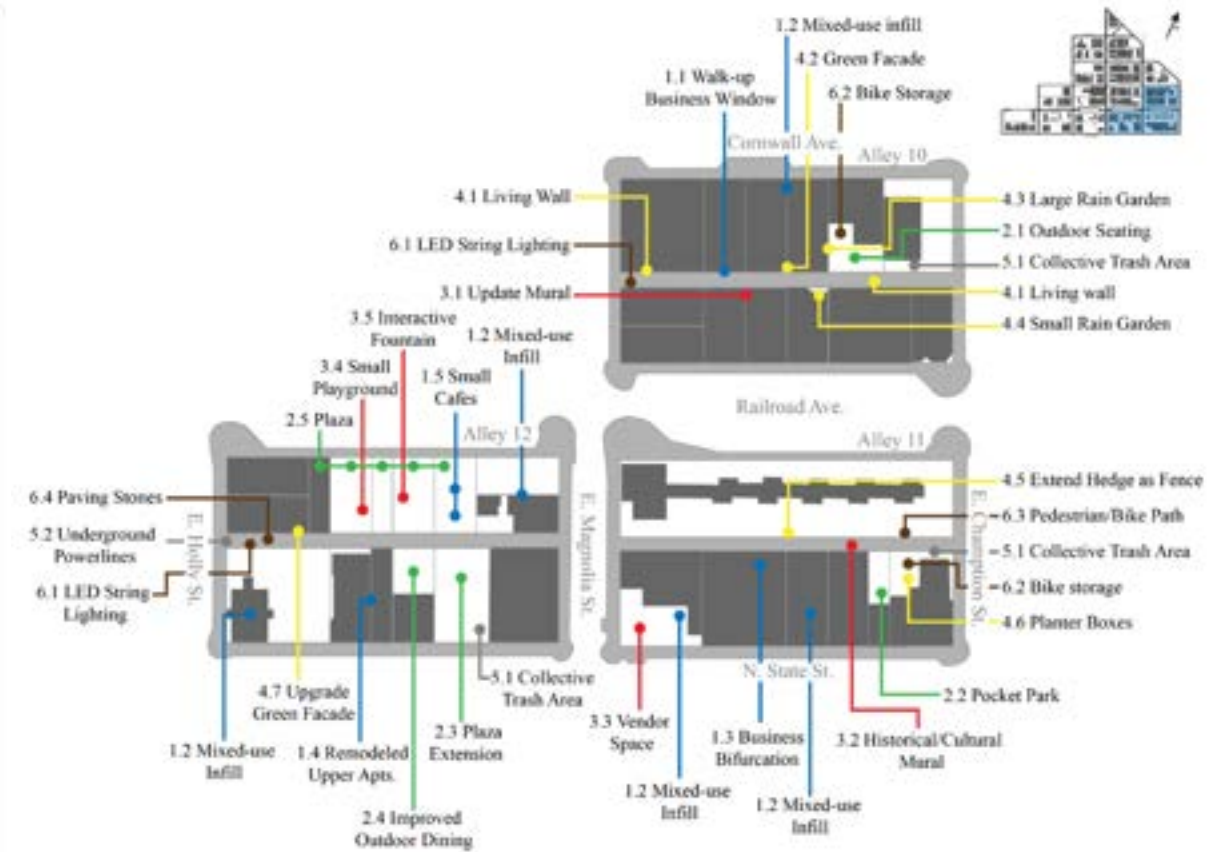
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
Alley 12										
75146	5,494	Ret Not Else (Tadeos Mexican Restaurant, Screamin' Eve Wax Bar, and Old School Tattoo)	Hall Properties LLC	\$302,500	\$347,822	1.15	Hard	Turn the green facade into a living wall		Pre-existing green facade
75127	5,486	Mixed Use (Pita Pit, Cresswell and Boggs, and City Station Apartments)	City Station LLC	\$357,500	\$2,913,467	8.15	Hard			Does not face the alley
75155	2,748	Books (Antique Mall)	Konstantinos E Tsimouris	\$192,500	\$211,562	1.10	Moderate	Extend new living wall to the back of the building towards the alley		Has a mural on the side of the building, facing the parking lot. We represented this property as moderate.
75170	5,504	AUTO PARKING (Paid Parking Lot)	Railroad Station LLC	\$302,500	\$6,478	0.02	Soft	Develop a plaza with benches, greenery and landscaping, and potential water features	~20,000	
75187	2,742	Commercial (Empty Lot)	Railroad Station LLC	\$192,500	\$0	0.00	Soft		Recently Burned Down	
75210	5,501	Commercial (Empty Lot)	Railroad Bellingham LLC 25% &	\$302,500	\$0	0.00	Soft		Recently Burned Down	
75226	5,493	Commercial (Empty Lot)	Railroad Bellingham LLC 25% &	\$302,500	\$0	0.00	Soft		Recently Burned Down	

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75269	5,502	LAUND/DRY/DY (Vienna Cleaners)	Maurice H Richards	\$275,000	\$96,261	0.35	Soft	Combine lots with 75249 to have laundry mat and a cafe under new residential	~11,000	Has a few parking spots on the property. Also a mural facing the alley on the side of the building.
75249	5,490	Commercial (Empty Lot)	Trust U/W Charles Gelb	\$330,000	\$0	0.00	Soft	Turn this into mixed use development, combine lots with 75269, to have laundry mat and new cafe underneath residential units	~11,000	Recently Burned Down
75198	17,156	Bank Serv (Columbia Bank)	Columbia State Bank	\$773,325	\$0	0.00	Soft	Infill development potential, community garden, or bike storage facility.	~2,000	Large parking lot
75232	6,871	Drink Places (Simmering Tava and For lease)	Camden Lofts LLC	\$378,125	\$404,489	1.07	Hard	Mixed use, keep simmering tava, add another restaurant/cafe where the for lease is at, and add apartments to the top		
75240	3,431	Drink Places (State St. Bar)	Betty L Sargent	\$189,090	\$341,584	1.81	Hard	A mural that lights up, and is motioned activated, also solar powered		

3.4 Conceptual Ideation Map: Alleys 10-12

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75262	6,887	Eating Place (D'Anna's Cafe Italiano)	Kienast Properties LLC	\$378,125	\$408,540	1.08	Moderate	Transform the tented outdoor seating area to a permanent outdoor seating area	~3,000	Seems to have outdoor seating tents on the alley, behind the building. We represented this property as moderate.
75303	20,621	Off/Ret (Restaurant and For Lease)	Newill LLC	\$928,125	\$1,951,387	2.10	Moderate	Transform the parking lot into a pedestrian walkway		Has outdoor seating and a parking lot, also a gated trash containment area. We represented this property as moderate.

- 1. Development Opportunities
 - 1.1 Walk-up Window
 - 1.2 Mixed-use Infill
 - 1.3 Business Bifurcation
 - 1.4 Remodeled Upper Apts.
 - 1.5 Small Cafes
- 2. Open Space/Parks/Plazas
 - 2.1 Outdoor Seating
 - 2.2 Pocket Park
 - 2.3 Plaza Extension
 - 2.4 Improved Outdoor Dining
 - 2.5 Plaza
- 3. Social and Human Capital
 - 3.1 Update Mural
 - 3.2 Historical/Cultural Mural
 - 3.3 Vendor Space
 - 3.4 Small Playground
 - 3.5 Interactive Fountain
- 4. Environmental/Sustainability
 - 4.1 Living Wall
 - 4.2 Green Facade
 - 4.3 Large Rain Garden
 - 4.4 Small Rain Garden
 - 4.5 Extend Hedge as Fence
 - 4.6 Planter Boxes
 - 4.7 Upgrade Green Facade
- 5. Utilities
 - 5.1 Collective Trash Area
 - 5.2 Underground Powerlines
- 6. Connectivity and Public Safety
 - 6.1 LED String Lighting
 - 6.2 Bike Storage
 - 6.3 Pedestrian/Bike Path
 - 6.4 Paving stones



Alley 10

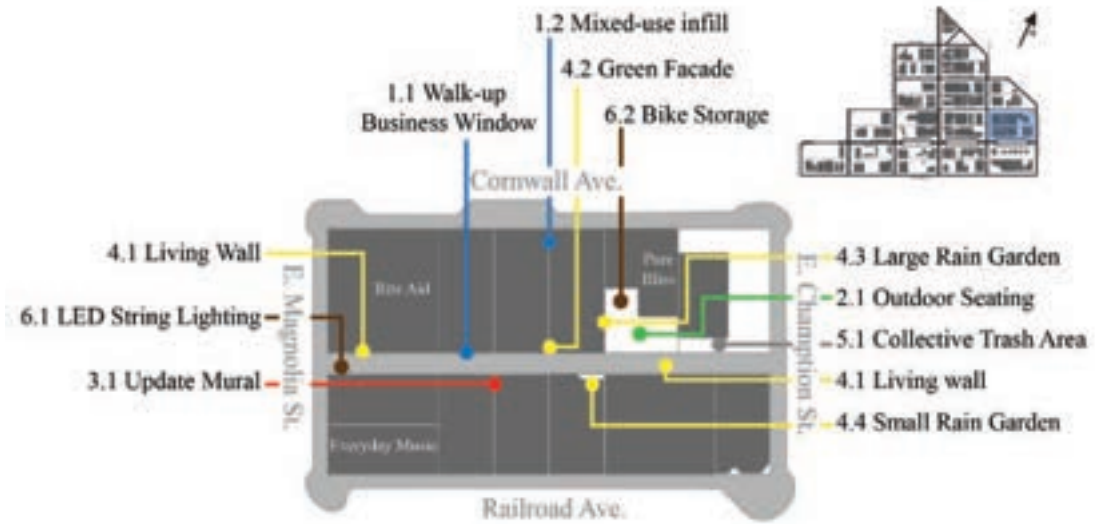


Figure 3.4.1: Alley 10 ideation map.

DEVELOPMENT OPPORTUNITIES

1.1 Walk-up Window

Property #75223
The study found one opportunity to implement a walk-up window on an existing business. Bellingham Bar and Grill has the potential to expand their business out into the alley through a walk-up window if they are willing to designate the back ¼ (approx. 1,500 sq. ft.) of their property.

1.2 Mixed-use Infill

Properties #75238 and #75234
Property #75238 is currently for lease, and property #75254, which is next door, holds a

closing business. This is an excellent opportunity for a large mixed-use building to be constructed in their place. This building could support a commercial store or two on the ground floor with apartments on the upper levels.



Figure 3.4.2: Walk-up business window in Cincinnati alley. [Source](#)



Figure 3.4.3: Example of mixed-use infill - commercial on ground floor with residential above. [Source](#)

OPEN SPACE/PARKS/PLAZAS

2.1 Outdoor Seating

Property #75293
The business occupying this property, Pure Bliss, currently has private parking spaces behind the building. The study recommends that the use of this space be improved by adding outdoor seating, which would benefit the business and the foot traffic of the alley.



Figure 3.4.4: Outdoor alleyway dining. [Source](#)

SOCIAL AND HUMAN CAPITAL

3.1 Update Mural

Properties #75237, #75270, #75292, and #75308
The exterior walls of the buildings occupying all of these properties are part of a large art mural series. Many of the pieces are painted on wooden panels added to the walls instead of directly onto the buildings. These paintings have become severely water damaged and are peeling off the surface. These walls would be benefitted from new murals being painted directly onto the wall to cover the whole surface.



Figure 3.4.4: Black cat alley mural in Milwaukee. [Source](#)

ENVIRONMENTAL/SUSTAINABILITY

4.1 Living Wall

Properties #75188, #75349, and #75370
Three opportunities are identified for living walls to be installed to the exterior walls of buildings

facing the alley. All three properties have relatively simple facades facing the alley with little windows, which provides the perfect space for living wall features.



Figure 3.4.5: Example of a living wall. [Source](#)

4.2 Green Facade

Properties #75238, and #75254
In a previous section, the addition of a mixed-use building was recommended. Mixed-use infill is also recommended for these properties, incorporating a green facade on the alley-facing exterior wall.

4.3 Large Rain Garden

Property #75293
The study has already recommended that this property accommodate bike storage and outdoor seating. Still, this open space can also accommodate a large rain garden on the edges of

the outdoor seating.



Figure 3.4.6: Green facade in Peru. [Source](#)



Figure 3.4.7: Example of a large rain garden. [Source](#)

OPEN SPACE/PARKS/PLAZAS

2.2 Pocket Park

Properties #75430 and #75441
 These properties comprise approximately 4,000 sf. of underutilized surface parking. This space, which slopes toward the existing buildings, could be used as a pocket park to provide public transit commuters with a space to wait for buses. This opportunity would complement the existing bus infrastructure and aesthetic of the alley.



Figure 3.4.12: Pocket park example - Paley Park, NYC. [Source](#)

SOCIAL AND HUMAN CAPITAL

3.2 Historical/Cultural Mural

Property #75423
 Due to retired streetcar tracks spanning this entire alley, this location poses an opportunity for a historic designation, an informative plaque, recognition in the form of a mural, or it could be a part of a historic downtown tour. Additionally, the majority of walls in the alley are barren.

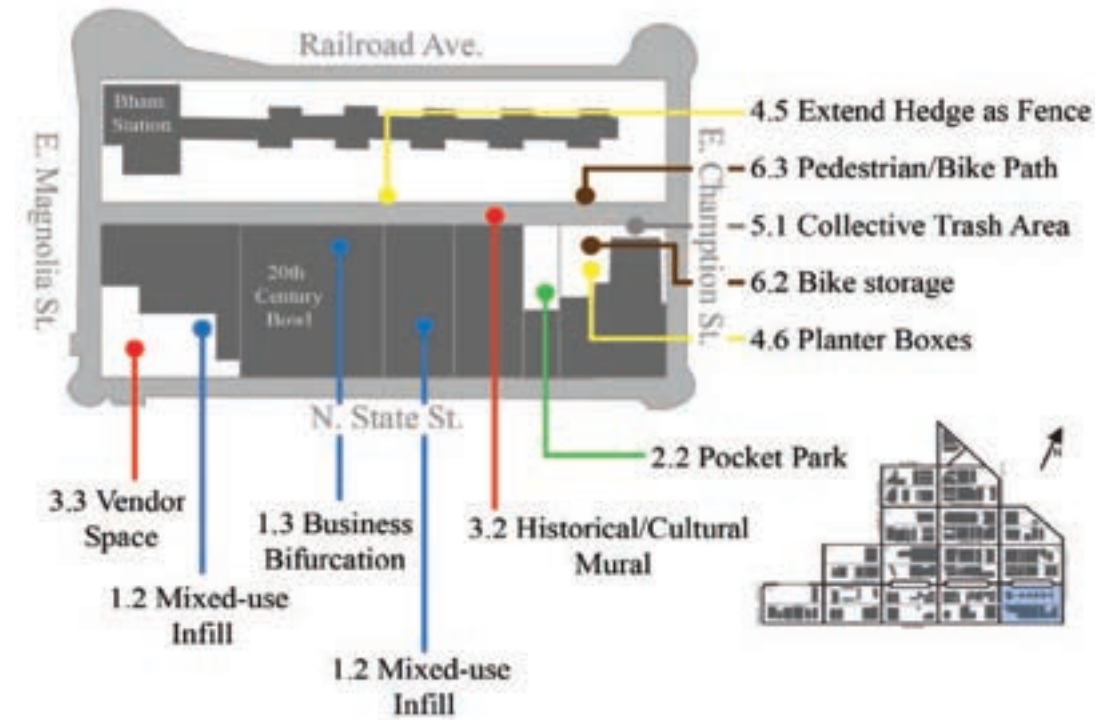


Figure 3.4.11: Alley 11 ideation map.

DEVELOPMENT OPPORTUNITIES

1.2 Mixed-use Infill

Property #75380
 This study shows that the Sherwin Williams parking lot could lend itself to mixed-use infill. In the long-term, the parking lot could be subdivided to provide space for a permanent (approx. 2,000-3,000 sq. ft.) commercial building. This would not crowd the store

frontage (located mainly on Magnolia) or deprive the store of parking.

1.3 Business Bifurcation

Property #75404
 20th Century Bowling has an opportunity to bifurcate the rear of the building to accommodate a separate new business opportunity oriented to the alley. The back of the bowling alley has a loading dock, which could provide space for a small restaurant or walk-up businesses.



Figure 3.4.10: Secure bike storage. [Source](#)

6.2 Bike Storage

Property #75293
 An unused portion of this property can provide a bike storage facility to increase bicycle amenities and connectivity of Downtown alleys.

6.1 LED String Lighting

Entire Alley

Uniform lighting is a great need within the space of this alley. To accomplish this, LED string lighting should be hung above the alley between the roofs of the buildings. Doing so will add character to the space and increase visibility and safety at night.



Figure 3.4.9: String lighting in Pioneer Square alley. [Source](#)

4.4 Small Rain Garden

Property #75308

This property has an unused area located in the rear of the building that can accommodate a small rain garden.

UTILITIES

5.1 Collective Trash Area

Property #75314

Currently the alley has a large number of waste bins spread along the entire alley. To reduce the number of bins, trash should be consolidated to one location. An excellent opportunity for this is located behind Jiffy Lube, where there is one large dumpster surrounded by fencing. This trash area should be expanded to hold more dumpsters to service all the businesses adjacent to the alley. Right now, with weekly service, businesses need more storage capacity. If pickup was offered, say, five times a week the number of bins could be reduced significantly.



Figure 3.4.8: Example of a trash corral. [Source](#)

CONNECTIVITY AND PUBLIC SAFETY



Figure 3.4.13: Historical/cultural mural in San Francisco [Source](#)

Whether it be cultural heritage relating to the streetcar or simply art, would garner a lot of visibility from the open-faced alley and bus station.

3.3 Vendor Space

Property #75380

This study shows that the Sherwin Williams parking lot could lend itself to temporary vendor space. In the short term, a vendor cart or food truck could occupy 1-2 parking spaces (200-300 sq. ft.) without intruding on the frontage (which

is along Magnolia) or depriving the store of parking.

ENVIRONMENTAL/SUSTAINABILITY

4.5 Extend Hedge as Fence

Along the entire alley

Separating this alleyway from the bus station is a chain-link fence and low hedge; This study shows that this fence poses an opportunity for beautification in the form of new plants, kinetic art, or sculpture.

4.6 Planter Boxes

Property #75441

Planter boxes could accompany the recommended bike storage in an unused portion of this property. Planter boxes are a great way to include urban greenery and increase aesthetics in the alley.

UTILITIES

5.1 Collective Trash Area

Property #75441

This study recommends a collective trash area on this property. There is about 1,000 sq. ft. of underdeveloped land that could be used to reduce the number of bins and dumpsters in the alley. Right now, with weekly service, businesses need more storage capacity. If pickup was offered multiple times a week the number of bins could be reduced significantly. This would help contribute to this alleys' approachability and



Figure 3.4.14: Using greenery to separate spaces.

[Source](#)

shows that this area could be used for higher quality bike storage. Downtown COB has an adequate number of the low security Sheffield racks, but very few secure options. The City has an opportunity to decrease bike theft and increase user confidence by installing higher quality bike parking. Any bike infrastructure would complement connectivity between Downtown COB, bike users, and the Bellingham public transit network.

CONNECTIVITY AND PUBLIC SAFETY

6.2 Bike Storage

Properties #75430 and #75441

These properties comprise approximately 4,000 sf. of underutilized parking spaces.

6.3 Pedestrian/Bike Path

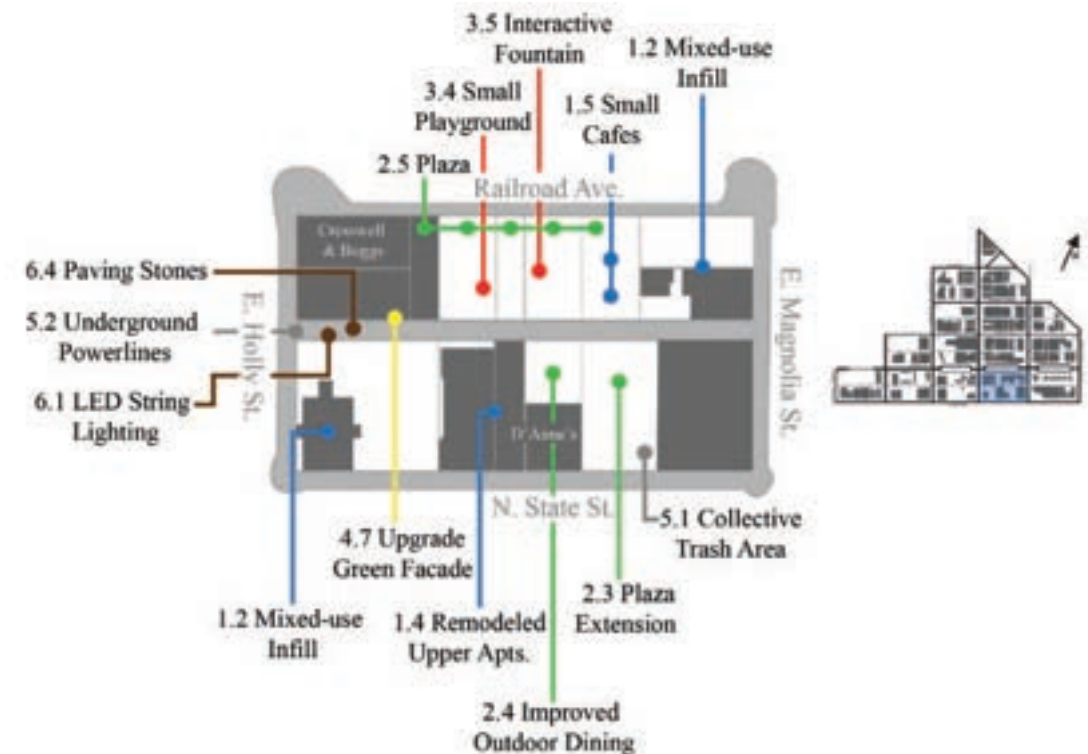
Property #75376

Future development on adjacent properties could be complimented by a pedestrian/bike crosswalk connecting the underutilized area to the bus station



Figure 3.4.15: Planter Boxes. [Source](#)

Alley 12



DEVELOPMENT OPPORTUNITIES

1.2 Mixed-use Infill
Properties #75198, #75249, and #75269
 Property #75198 is in the southern corner and #75249 and #75269 are in the northern corner of the block. The western and eastern corners already have large buildings, the northern and southern corners should be demolished, and new mixed-use buildings put in. The businesses in the existing buildings could be part of the new mixed-use buildings.

1.4 Remodeled Upper Apartments
Properties #75232 and #75240
 The buildings on these properties have derelict apartments on their upper floors. These can be remodeled.

1.5 Small Cafes
Properties #75170, #75187, and #75210
 There should be room in the plaza in one of these properties, for at least one small, detached building which could sell snacks to plaza users.



Figure 3.4.17: Example of a small cafe space. [Source](#)

OPEN SPACE/PARKS/PLAZAS

2.3 Plaza Extension
Property #75303
 It is recommended to transform the parking lot in this property into an outdoor dining area for surrounding businesses and as an extension of the plaza. This area could also serve as a corridor for pedestrians between the alley and N. State Street.

2.4 Improved Outdoor Dining
Properties #75232, #75240, and #75262
 The restaurants in these properties could use the space in and near the plaza as outdoor seating. Currently D’anna’s Italiano cafe is using the space behind its property for makeshift outdoor dining, it is also recommended to combine this area with the parking lot in the adjacent property to improve outdoor dining for all surrounding businesses.

2.5 Plaza

Properties #75155, #75170, #75187, #75210, and #75226
 The recently cleared space on the Railroad avenue side of the block should be turned into a large public plaza. Bellingham currently lacks a grand plaza, and a space of around 20,000 square feet with various amenities could serve this function. Buildings to the north-east and south-west should have complimentary facades facing the plaza as should the buildings to the south-east across the alley from the plaza.

Figure 3.4.18: Example of a small urban plaza. [Source](#)



SOCIAL AND HUMAN CAPITAL

3.4 Small Playground
Property #75170
 Within the plaza there can be a small playground with mulch ground and a few implements. Surrounded the playground with a low stone wall that could serve as both a barrier to keep small children inside the playground area and as a bench.



Figure 3.4.19: Small urban playground. [Source](#)

3.5 Interactive Fountains

Properties #75210, and #75226
 Water features such as waterspouts could be integrated in the plaza to scourge play and decoration, with the ability to be turned off for other activities.



Figure 3.4.20: Interactive Fountain at Bundesplatz Plaza, Bern. [Source](#)

UTILITIES

5.1 Collective Trash Area
Property #75303
 Consolidate trash collection area for all buildings in the block with several dumpsters in one place. Move and enlarge the present collection area next to the north-eastern corner in this property. Right now, with weekly service, businesses need more storage capacity. If pickup was offered multiple times a week the number of bins could be reduced significantly.

5.2 Underground Power Lines
Entire Alley
 Power lines currently run above ground through the alley. The study recommends replacing the power lines with underground service at the time the alley pavement is replaced.

3.5 S.W.O.T Analysis: Alleys 13-15

CONNECTIVITY AND PUBLIC SAFETY

6.1 LED Lighting

Entire Alley
Currently the alley is lit by incandescent, or halogen lights affixed to power poles. Put better LED lights affixed to the buildings

6.4 Paving Stones

Entire Alley
Resurface the alley with paving stones of a different color and pattern than the plaza. This will help differentiate pedestrian, public, and plaza space.



Figure 3.4.21: Paving stones in Philadelphia alley.
[Source](#)

Applicable Alley(s)	Criteria	Strengths	Weaknesses	Opportunities	Threats
Environment					
13, 14, 15	Climate	<ul style="list-style-type: none"> • High degree of solar exposure throughout the majority of the alley due to lack of abutting buildings • Buildings abutting the majority of the alley provide ample protection from weather elements 	<ul style="list-style-type: none"> • Lack of abutting buildings on a majority of the alley offers little protection to rain and wind • Lack of open space leads to low solar exposure 	<ul style="list-style-type: none"> • Additional lighting, awnings/canopies, and heatlamps • Substantial lighting, heat lamps, and possible awnings/canopies 	<ul style="list-style-type: none"> • Financial disincentive and climate change may exacerbate the impacts of precipitation and wind
13, 14, 15	Stormwater Management:	<ul style="list-style-type: none"> • Lack of abutting buildings on a majority of the alley allow for greater capacity for stormwater management strategies to make an impact • Small green strip with trees on one side already and a lack of abutting buildings on a majority of the alley allow for greater capacity for stormwater management strategies to make an impact • Satisfactory drainage already in place 	<ul style="list-style-type: none"> • Amount of stormwater may exceed operational capacities and frequent automobile usage requires minimal obstructions 	<ul style="list-style-type: none"> • Available space for rain gardens 	<ul style="list-style-type: none"> • Financial disincentive and increased urbanization may reduce the amount of viable space
13, 14, 15	Greening Strategy	<ul style="list-style-type: none"> • Some greening already in place (ivy on brick walls) • Back of Herald building allows for ample blank wall space and several parking lots make space on the street level. Events in the Depot Market Square like the Farmer’s Market could bring greater attention to installations 	<ul style="list-style-type: none"> • Lack of substantially large blank spaces on abutting building walls for possible larger-scale vertical greening and east facing walls are best suited for low to moderate light plants • West facing walls may receive too much solar exposure during the summer months 	<ul style="list-style-type: none"> • Planter boxes, green art, and small-scale vertical greening 	<ul style="list-style-type: none"> • Financial disincentive, climate change, and increased urbanization
		<ul style="list-style-type: none"> • Recharges the water table underneath impervious development which results in numerous ecological benefits • Filters out silt, other debris, and improves water quality • Reduces pressure on stormwater management facilities by mitigating impervious surface runoff • Generous amounts of rain annual make rain barrels/gardens implementation realistic • Rain gardens are easy to maintain, low costs of maintenance, while also improving local ecology 			

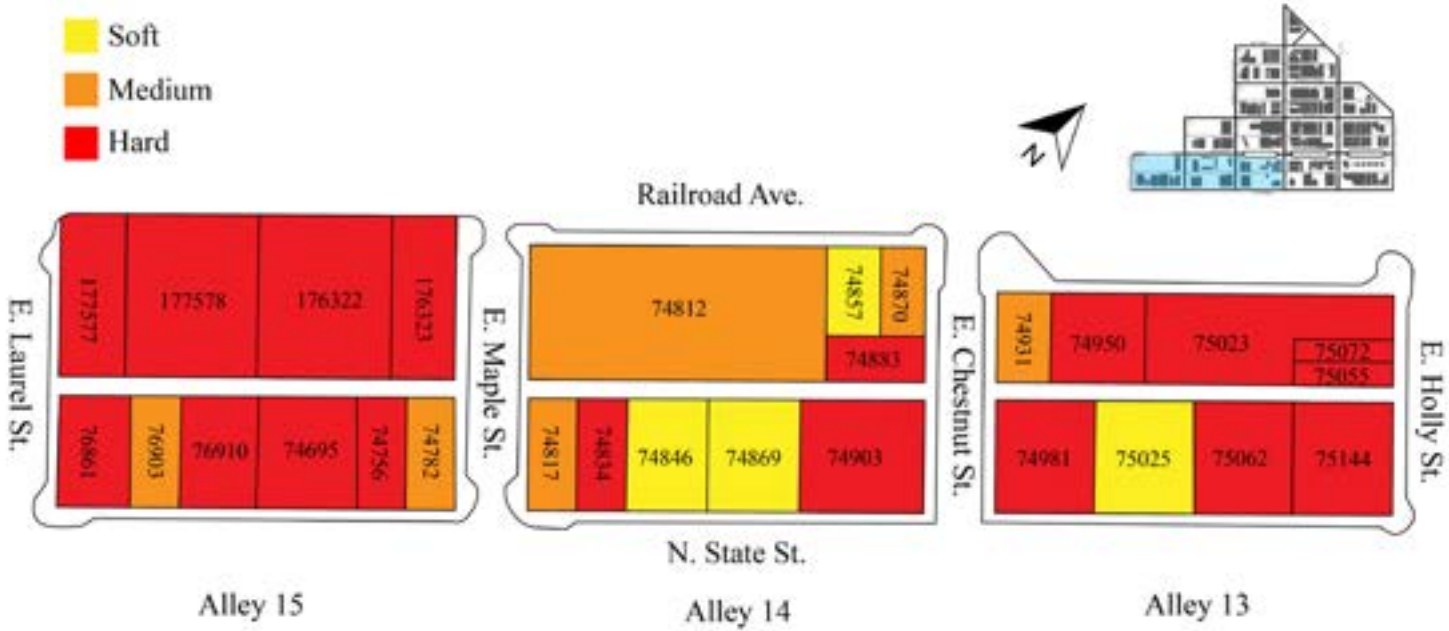
Applicable Alley(s)	Criteria	Strengths	Weaknesses	Opportunities	Threats
Land Use					
13, 14, 15	Land Use	<ul style="list-style-type: none"> The businesses present all promote financial gain with bars, clubs, food, and ATM A healthy amount of open space with the parking lots Multipurpose buildings (commercial, transportation, natural resource) Connectivity from North State Street to the alleyway, to Railroad Avenue Lighting provided by the parking lot and windows from within the apartments shed light on the alleyway 	<ul style="list-style-type: none"> Not much variation of use. Predominantly commercial Low density due to short buildings and big parking lots Open space is not open to the public, only those living in the apartments Connectivity from streets to alley is limited 	<ul style="list-style-type: none"> Potential for open space to be utilized or left open for a well lit pathway for pedestrians Businesses around the parking lots have the potential to expand With that much connectivity and visible space, with more lighting, pedestrians can feel more safe during travel 	<ul style="list-style-type: none"> If open space is utilized fully, it will lead to less alley visibility which could leave pedestrians feeling unsafe These big of parking lots can lead to congestion when entering and leaving Little to no potential for future expansion of businesses
13, 14, 15	Demographics	<ul style="list-style-type: none"> Provides a variety of jobs within the few buildings the block has With growing population of Bellingham, this provides a mix of parking and building within the parcels 	N/A	<ul style="list-style-type: none"> Utilization of open space can lead to further economic gain. Events such as Paint Bellingham Blue. Multiple apartment buildings can lead to a wide variety of ethnicities, incomes, genders, etc. to move in 	N/A
13, 14, 15	Housing	<ul style="list-style-type: none"> Other than the Masonic Lodge, there is no form of housing Multiple apartment complexes available for growing population Filters out silt, other debris, and improves water quality Reduces pressure on stormwater management facilities by mitigating impervious surface runoff Generous amounts of rain annual make rain barrels/gardens implementation realistic Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation Rain gardens are easy to maintain, low costs of maintenance, while also improving local ecology 	<ul style="list-style-type: none"> Provides no housing The middle of the alley is bordered by parking lots on either side. There is no definition of space Living too close to city center can lead to noise pollution 	<ul style="list-style-type: none"> Potential to use these open spaces for events of infill development 	<ul style="list-style-type: none"> Businesses may feel threatened if parking is removed and used for other purposes such as events or infill

Applicable Alley(s)	Criteria	Strengths	Weaknesses	Opportunities	Threats
Urban Morphology					
13, 14, 15	Building Heights: 1-3 Stories	<ul style="list-style-type: none"> Shorter buildings keep the block to a pedestrian scale Shorter buildings create a low-density block, which means businesses will not have to compete for alley space Shorter buildings allow for more sun exposure in the alley The Herald building is a landmark and adds to alley character 	<ul style="list-style-type: none"> The alley may have less businesses, but this does not mean it is quieter. There are two popular clubs and a bar along this alley. This variation in building heights makes for an unbalanced feel to the alley's definition The 7-story Herald building overshadows surrounding buildings, such as Fiamma pizza, Cosmos, or Rock and Rye 	<ul style="list-style-type: none"> Less competition for alley space means existing businesses can have larger seating areas Potential to increase density and build vertically More sunny hours for outdoor seating. Also allows sunlight for the farmer's market Could be better suited for art installations and murals instead of events and outdoor seating 	<ul style="list-style-type: none"> Pedestrians may feel unsafe in this alley because there are multiple clubs and big parking lots
13, 14, 15	Single & Double-Loaded	<ul style="list-style-type: none"> Double loaded spots have a great definition of space The only double-loaded spot • in this alley is between The farmer's market building and L&L Libations. This provides a good definition of space, but only for a small part of the alley 	<ul style="list-style-type: none"> Single loaded parts of the alley (The Royal) lack definition of space Middle part of alley is single loaded, there are many restaurants but they stand across from a large parking lot 	<ul style="list-style-type: none"> Big potential for infill along alley to create more definition 	<ul style="list-style-type: none"> Infill threatens downtown parking lots The big parking lot would not be a great view for outdoor cafe seating
13, 14, 15	Parking & Setbacks	<ul style="list-style-type: none"> Unloaded area of alley has lots of parking for nearby businesses and the bank Large Setback in front of Key Bank provides parking and drive thru space Some of the empty lot space is actually the Bellingham farmer's market Large parking lot/setback in front of La Fiamma Pizza, allows for parking 	<ul style="list-style-type: none"> The middle of the alley is bordered by parking lots on either side. There is no definition of space Takes away from alley definition The lot takes up a large amount of space and borders most of the alley limits opportunity for outdoor seating or art installations 	<ul style="list-style-type: none"> Potential to use these open spaces for events of infill development Potential to add to the existing shrubbery between alley and parking lot to increase alley definition These spaces can be used for events. They have been used for WWU events and of course the weekly farmer's market 	<ul style="list-style-type: none"> Businesses may feel threatened if parking is removed and used for other purposes such as events or infill This little parking lot is owned by the Herald building, so they most likely will not want to give up their parking spaces
13, 14, 15	Street Character	<ul style="list-style-type: none"> Two murals opposite the Underground and ivy covers a brick building Great example of alley frontage at Kombucha Town. There is also frontage for a sale repair shop Small strips of trees Filters out silt, other debris, and improves water quality Reduces pressure on stormwater management facilities by mitigating impervious surface runoff 	<ul style="list-style-type: none"> No frontage along alley, just back door entrances and a fire escape Not very well lit, there are just some standard streetlights 	<ul style="list-style-type: none"> Potential to add frontage or appealing signage to attract customers Because there is so much alley space and so few cafes with frontage, these businesses could expand activities into alley 	<ul style="list-style-type: none"> N/A

Applicable Alley(s)	Criteria	Strengths	Weaknesses	Opportunities	Threats
Society and Culture					
13, 14, 15	Alley Way Perceptions	<ul style="list-style-type: none"> • Good pedestrian routes -space for utility uses” 	<ul style="list-style-type: none"> • Lack of good lighting throughout the alleys • Poorly consolidated waste bins are unsightly and waste space • Lack of visually appealing elements 	<ul style="list-style-type: none"> • Improvements of lighting and security to ensure safety • Addition of plants, art, and seating would make it a more inviting space • Repair the aesthetic quality of the alleyway perhaps using a brick pavement style • Have trash and recycling bins picked up more to ensure no overflowing and have designated spot for recepticals (seems cleaner) 	<ul style="list-style-type: none"> • Potential conflicts of whether space should be for utility or aesthetic purposes • Stigma of alleys as dirty and dangerous locations • Improved quality of alleyway does not mean a change in perception
13, 14, 15	Entertainment & Recreation	<ul style="list-style-type: none"> • Promotes local businesses adjoining alleys • pedestrian friendly space for people walking downtown • Cap Hanson’s has a nice mural along the alley • Kombucha Town has inviting seating along alley and some art on the wall 	<ul style="list-style-type: none"> • Businesses may not want alleys to invite loitering • Allow for local artist to design the walls (lots of potential mural space) • Potential for micro park between farmers market and alley • Live performances could attract customers for businesses 	<ul style="list-style-type: none"> • Allow for local artist to design the walls (available mural space) • Potential for micro park between key bank and The Royal • Food trucks/tents could be successful during high traffic times • Live performances in parking spaces could attract customers for businesses provide exposure and potential revenue for performers 	<ul style="list-style-type: none"> • Some artwork may be vulgar to some people • Must have a consensus from community of what is and is not acceptable
13, 14, 15	Connections to the Past	<ul style="list-style-type: none"> • Some of the older clubs and bars such as The Royal, The Underground, and Cap Hanson’s have historic cultural significance 	<ul style="list-style-type: none"> • Some of the sights are difficult for those who experience disabilities to travel through • Lacking Native American histories 	<ul style="list-style-type: none"> • Create a strong sense of place • Potential of historical themed alleys could boost foot traffic • Collaboration with Lummi Nation Representatives 	<ul style="list-style-type: none"> • Histories must be accurate • Ensure that histories are not excluding perspectives • Don’t Ignore uncomfortable truths
13, 14, 15	Alleyway Culture	<ul style="list-style-type: none"> • The alleys serve as a practical space for utility uses, such as parking, storage, and deliveries • Bicycle and pedestrians thoroughfare with easy connection to downtown’s destinations • Nighttime alley ways frequented by drunkards and those experiencing homelessness • Pedestrian traffic is often highest during weekend nights” • Filters out silt, other debris, and improves water quality • Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation and easy to maintain, while also improving local ecology 	<ul style="list-style-type: none"> • Seen as a space only for travel, shipments, and disposal of waste • Has potential to be used for illegal activities, because it is not well monitored • “Normal” upkeep is lacking • Nighttime alley ways frequented by drunkards and those experiencing homelessness” 	<ul style="list-style-type: none"> • Have the community deliberate on alleyway plans and determine what uses are acceptable in what alley spaces • Creation of green spaces, eventually forming connections to existing trail network • Could become a place of movement and commerce if the farmers market grew to incorporate some alley space or the adjoining parking lot 	<ul style="list-style-type: none"> • People have a stigma against alleyways as dirty and dangerous locations • Need to teach citizens the benefits that alleys can provide • Competing uses make it difficult to maximize individual goals

Applicable Alley(s)	Criteria	Strengths	Weaknesses	Opportunities	Threats
Transportation					
13, 14, 15	Informal Pedestrian Network- Alleys, Trails, and Parking Lots	<ul style="list-style-type: none"> • There are crosswalks on all four intersections • Roads are rated good for pedestrians, due to sidewalk width and • Pedestrians can easily cut across railroad without the need for a light or cross walk • Alleyways in downtown are consistent and connected, following the core block pattern • This block has large parking lots which pedestrians can easily cut through 	<ul style="list-style-type: none"> • N State and E Holly are very auto oriented and are wide roads to cross. • The road is still very full of cars, though they typically drive slow • The alleys are not formal pedestrian infrastructure, no formal street crossings, and may be scary or uncomfortable for some pedestrians • These are underutilized parking areas, and not formal pedestrian infrastructure so some may be uncomfortable walking here 	<ul style="list-style-type: none"> • Opportunity to repave railroad with brick or cobble stone to signify it is a pedestrian zone • Several alleys have a good potential for future development, and would support COB goals for pedestrian connectivity/safety • Potential for future development of stores, restaurants, courtyards or open plazas along newly developed alleyways 	<ul style="list-style-type: none"> • This would be expensive • Displacement of homeless people and current utility uses in alleyways • Loss of parking, lack of funding or support for alley development, and potential displacement of homeless people
13, 14, 15	Bicycles	<ul style="list-style-type: none"> • There are a four small bike racks on this alley on the corner at WECU, and along E Chesnut • Marked biked lane along N State St and a trail on Railroad • Marked biked lanes along N State St and E Chesnut 	<ul style="list-style-type: none"> • Bike racks are insecure and prone to theft • 3 wheeled bikes, recumbants, and handicap bike accommodations do not work with bus infrastructure 	<ul style="list-style-type: none"> • Create higher quality bike parking to increase user confidence and bike ridership • Create transit infrastructure that works with non-traditional bikes to increase ridership and equity 	<ul style="list-style-type: none"> • Cost & maintenance • Create transit infrastructure that works with non-traditional bikes to increase ridership and equity • Making parking more sparse or more expensive as incentive to decrease car use will affect low-income car users more heavily. Resident pushback against price increases or reduced parking spaces.
13, 14, 15	Automobiles	<ul style="list-style-type: none"> • The City of Bellingham highlights in their Comprehensive and Downtown Plans the need to reduce city dependence on single-occupancy vehicles and increase pedestrian, bike, and non-SOV infrastructure. Their goal is to promote development for people, not cars. • Filters out silt, other debris, and improves water quality • Reduces pressure on stormwater management facilities by mitigating impervious surface runoff • Generous amounts of rain annual make rain barrels/gardens 	<ul style="list-style-type: none"> • Most people downtown still commute by car. Pedestrian vehicle collision hot spots: E Chestnut/N Forest, E Holly/N State, E Holly/Railroad, Chestnut/Cornwall, E Magnolia/N State. 	<ul style="list-style-type: none"> • Plentiful and consistent downtown alleys could be developed to be safer and to function as bike or pedestrian connections where appropriate • This would complement COBs goal of increasing non-auto oriented infrastructure. 	<ul style="list-style-type: none"> • Resident pushback against COB projects to de incentivize car use. Maybe from those who commute from outside of Bellingham to work. Example: Samish lane decrease.
		<ul style="list-style-type: none"> • implementation realistic • Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation • Rain gardens are easy to maintain, low costs of maintenance, while also improving local ecology 			

3.5 Hard & Soft Capacity Analysis Map: Alleys 13-15



3.5 Capacity Analysis Spreadsheet: Alleys 13-15

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74931	5,995 sq. ft.	Just Poke, Cap Hanson's, Hand to Mouth Art Studios MIXED USE	BENCHMARK PROPERTIES LLC	\$360,000	\$323,540	0.90	Moderate	Wall facing alley could house some artwork	N/A	N/A
74950	10,491 sq. ft.	Jimmy John's OFF/RET	F & H HOLDINGS LLC	\$472,500	\$893,311	1.89	Hard	Parking lot space	~5,322 sq. ft.	Parking lot the length of building
75055	2,748 sq. ft.	The Royal Nightclub DRINK PLACES	ENCINO CA	\$151,250	\$475,913	3.15	Hard	"Food vendors/hot dog or taco stands	N/A	N/A
75072	2,752 sq. ft.	The Royal Nightclub DRINK PLACES	ENCINO CA	\$151,250	\$291,499	1.93	Hard	Additional lighting	2,500	Potential to orient business to alley
75023	21,992 sq. ft.	KPOP Chicken, Studio B, Jun's Sushi and Bento MIXED USE	EWHA INC	\$1,100,000	\$2,650,068	2.41	Hard	Pedestrian accomodation (seating, waste bins, etc..)"	N/A	N/A
75114	13,742 sq. ft.	Key Bank BANK SERVICES	B N B DRIVE UP PARTNERSHIP LLP	\$687,500	N/A	N/A	Hard	see above	N/A	N/A
74951	10,993	Key Bank (Parking and Kiosk)	City of Bellingham Finance Department	\$659,700	\$4,648,406	7.05	Moderate	Parking lot space	~12,464 sq. ft.	Row of parking along alley
74762	5456	Parking lot	Daniel M. Pritchett	\$381,500	\$671,899	1.76	Moderate	Strip along alley could become public easment	~7,218 sq. ft.	Parking lot uses most of parcel
74783	5,997	Pel'meni, Make-worth Market, Underground	M&L Commercial LLC.	\$715,000	\$588,392	1.63	Hard	N/A	N/A	N/A
74798	2,799	CARPNTN/FLRG: New Whatcom Interiors	John H. Blethen		\$76,786	0.39	Soft	Increase density with mixed use - add apartments/housing above.		

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
75062	13,757 sq. ft.	Key Bank (Parking and drive through Kiosk) BANK SERVICES	RANDEL L MASSEY, DAVID E MASSEY, LANA J BROOKINGS	\$550,000	N/A	N/A	Hard	see above	~12,537 sq. ft.	Small kiosk, otherwise the whole parcel is parking
75025	13,756 sq. ft.	Parking lot AUTO PARKING	SHUKSAN PROPERTIES TRUST	\$555,000	\$7,764	0.01	Soft	Parking lot could be pop-up arts/entertainment venue Ideally becomes a space facilitating human scale interaction Could be redeveloped into a variety of spaces for the public benefit'	N/A	N/A
74981	13,749 sq. ft.	Pel'meni, Makeworth Market, The Underground Nightclub MIXED USE	HALL PROPERTIES LLC	\$681,250	\$2,847,677	4.18	Hard	Potential mural space	~1,150 sq. ft.	Small setback along alley
74812	49,590 sq. ft.	Bellingham Farmers Market	CITY OF BELLINGHAM FINANCIAL DEPT.	\$990,000	\$1,006,000	1.02	Moderate	Add parking lot shrubbery where available	~32,989	Big open space, lots of parking
74857	6,030 sq. ft.	"Parking Lot (SemaConnect Charging Station)	CITY OF BELLINGHAM FINANCIAL DEPT.	\$123,750	\$4,000	0.03	Soft	Remove or shift garbage cans in the back enough for two cars to pass by each other.	N/A	N/A
74870	4,988 sq. ft.	La Fiamma Wood Fire Pizza	BOTHMAN BROTHERS LLC	\$330,240	\$446,190	1.35	Moderate	Provide covered parking option	N/A	N/A

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74883	5,472 sq. ft.	Parking Lot AUTO PARKING	HERALD BUILDING LLC	\$220,000	\$3,458	0.02	Hard	Placemaking by adding hanging string lights over parking lot. Provide some covered parking options	N/A	N/A
74817	6,879 sq. ft.	Bellingham Bay Lodge #44 CIVIC SOCIAL	SCOTTISH RITE TEMPLE OF BELLINGHAM	\$343,750	\$389,483	1.13	Moderate	Update storefront with more vibrant shrubs and add lighting	~715	Small setback along alley
74834	6,876 sq. ft.	L&L Libations MIXED USE	STATE STREET PLACE LLC	\$309,375	\$1,014,426	3.28	Hard	Wall facing the parking lot is large enough to put up a mural	~682	Small setback along alley
74846	11,261 sq. ft.	Parking Lot AUTO PARKING	HERALD BUILDING LLC	\$450,200	\$11,799	0.03	Soft	Increase the lighting by introducing lightpoles. Add parking lot shrubbery where available	N/A	N/A
74869	12,830 sq. ft.	Parking Lot AUTO PARKING	HERALD BUILDING LLC	\$512,400	\$9,039	0.02	Soft	Increase the lighting by introducing lightpoles. Add parking lot shrubbery where available	N/A	N/A
74903	17,202 sq. ft.	"Rock and Rye Oyster House, Fringe, Cosmos Bistro, Mark L. Tucker, MS, Cascadia Newspaper, Kombucha Town MIXED USE	HERALD BUILDING LLC	\$859,400	\$4,147,530	4.83	Hard	Wall facing the parking lot is large enough to put up a mural	~730	Small setback along alley
	2,746	House of Orient Thai Cuisine	B.J. Waller LLC.	\$206,250	\$383,164	1.86	Moderate	N/A	N/A	N/A
	5,498	Horseshoe Cafe	Kienast Properties LLC.	\$302,500	\$539,648	1.78	Moderate	Add windows and access from cafe to alley. Space for VGS, murals/art. Introduce green roof	N/A	The building's current blank wall is monotonous; increase amount of openings to engage with pedestrians

Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
177577	13,739 sq. ft.	The Condor Apartments RM 60 UNITS	203 LAUREL LLC	\$1,500,000	N/A	N/A	Hard	More efficient and visually appealing waste management. Inclusion of of artistic features	~4686	Small setback along alley, used for garbage collection
177578	28,078 sq. ft.	The Sandpiper Apartments RM 60 UNITS	1010 RAILROAD LLC	\$1,500,000	N/A	N/A	Hard	Replacing chain link fence with plants and or artwork	~19,293	Large parking lot along alley
176322	28,231 sq. ft.	The Turnstone Apartments RM 60 UNITS	CHAR LLC	\$1,350,000	N/A	N/A	Hard	Replacing chain link fence with plants and or artwork	~20,951	Large parking lot along alley
176323	14,855 sq. ft.	Naan & Brew, The Shearwater Apartments MIXED USE	RAILROAD & MAPLE LLC	\$1,475,000	\$7,514,066	5.09	Hard	More efficient and visually appealing waste management. Inclusion of of artistic features	~5,898	Small setback along alley, used for garbage collection

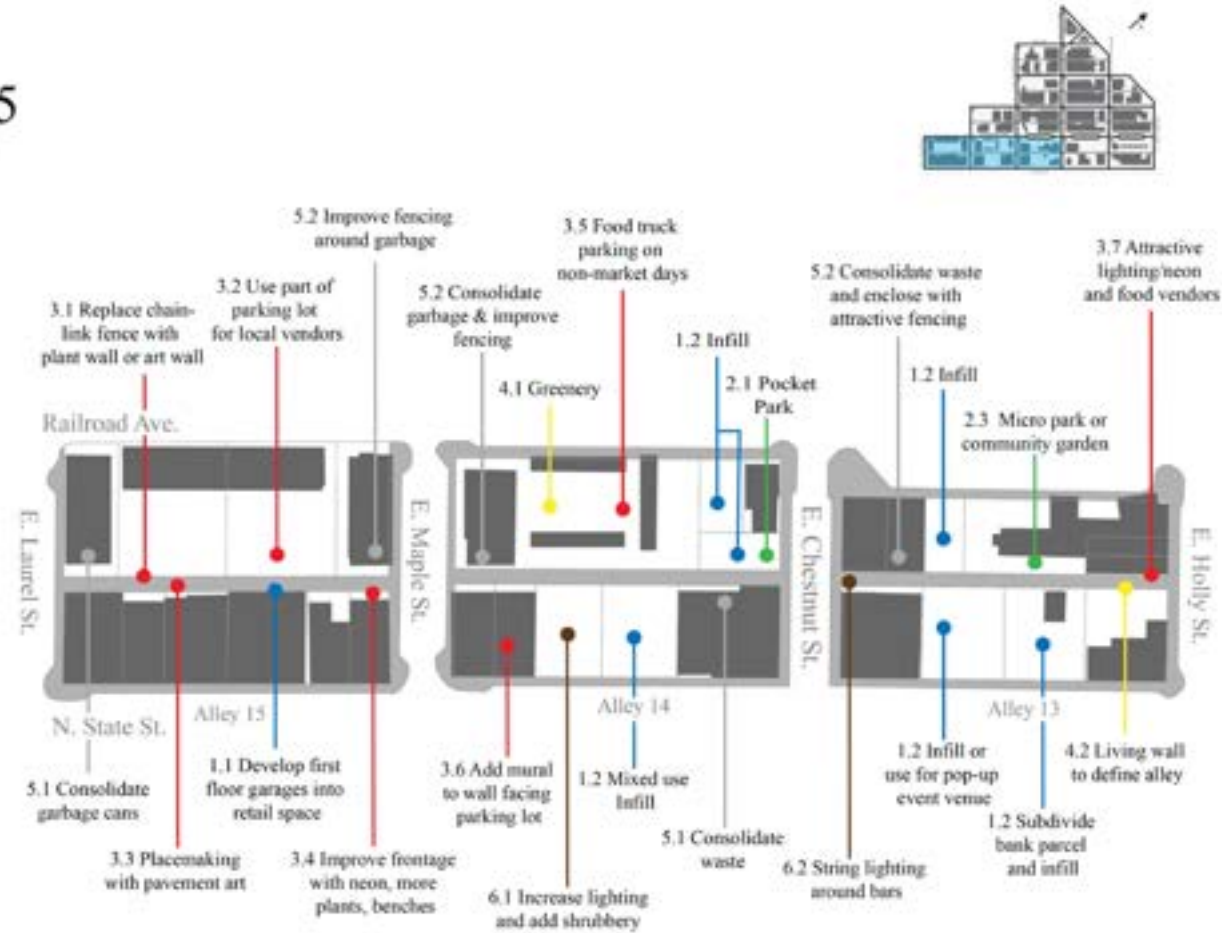
Property ID	Floor Area (Sq. Ft.)	Current Use	Owner	Land Value	Improvement Value	Ratio	Hard or Soft Capacity Analysis	Potential Use	Potential Size (Sq. Ft.)	Notes
74782	6,894 sq. ft.	BAA Y Theatre, The State Street Studio Theatre, Chelsea Jepson Jewelry Store MIXED USE	GRACE A FIELD TRUST	\$412,500	\$881,937	2.14	Moderate	Some space that could include art or visual improvement. Maybe enough space to add seating and plants	~635	Setback along alley
74756	6,891 sq. ft.	Pepper Sisters, Honey Moon Alley Bar & Ciderhouse EATING PLACE	PETER T BRESSERS & SUSAN LALBERT	\$446,875	\$1,105,163	2.47	Hard	Additional art, plants, seating, and lighting	~1,502	Setback along alley
74695	13,775 sq. ft.	Bliss Salon & Boutique, Euro Tailor(Permanently closed), Bethany Christian Services, Bellingham Wax Studio, THE ATRIUM CONDOMINIUM MIX U CONDOS	N/A	N/A	N/A	N/A	Hard	Addition of art or visual improvement of building facade	~744	Tax Exemption
76910	10,662 sq. ft.	Morse Hardware Company (Permanently closed), Bellevue Healthcare Whatcom County OTHR RET TRD	AMPUTATION LLC	\$425,320	\$1,355,091	3.19	Hard	Consolidation of waste management	3,435	Multiple shops on ground floor with multiple residential spaces above
76903	6,883 sq. ft.	Redlight Kitchen & Bar, The Firefly Lounge OTHR RET TRD	HALL PROPERTIES LLC	\$309,285	\$340,420	1.10	Moderate	Space for potted plants	10,304	On the market for potential buyers of space.
76861	10,008 sq. ft.	Keystone Condos CONDOMINIUMS	Farshid and Katherine Rezvani 70% - Adib-Soheyla Jamshedi 30%	N/A	N/A	N/A	Hard	Space could be occupied by temporary art intallation where building's vacant	N/A	N/A
								Older building w/ historic character? Potential for outdoor areas for businesses. Public space with lighting, seating, art. Consolidation of waste management Potential for small scale art installations	~496	"Setback along alley Tax Exemption

3.5 Conceptual Ideation Map: Alleys 13-15

Alley 13

Alleys 13, 14, & 15

- 1. Development opportunities
 - 1.1 Repurpose garage
 - 1.2 Infill
 - 1.3 Outdoor Seating
- 2. Open space
 - 2.1 Pocket Park
 - 2.3 Park/garden
- 3. Social and human capital
 - 3.1 Plant/art wall
 - 3.2 vendors row
 - 3.3 Pavement art
 - 3.4 Improve frontage
 - 3.5 Food truck parking
 - 3.6 Mural
 - 3.7 Lighting & food vendors
- 4. Environmental/sustainability
 - 4.1 Greenery
 - 4.2 Living wall
- 5. Utilities
 - 5.1 Waste consolidation
 - 5.2 Improve garbage area
- 6. Public safety
 - 6.1 Lighting
 - 6.2 String lights



DEVELOPMENT OPPORTUNITIES

1.1. Infill:
 Property #74950
 This parcel is currently home to Jimmy John's and a parking lot. For long term development, the parking lot should be redeveloped as a mixed-use building. There could be a small business or restaurant on the ground floor and the upper floors could add apartments to Bellingham's housing inventory.

Property #75025
 This parcel is the parking lot next to Makeworth Market and Pelmenis. It is quite large and takes up a large area next to the alley, which detracts from alley character. This parcel has a prime downtown location on State Street and should be developed to include a mixed use building.

Property #75062
 This parcel is owned by Key Bank and is used for parking and a drive through bank kiosk. The city should aim to subdivide this parcel and develop the State St half. This subdivision would allow Key Bank to retain their drive up Kiosk and it would add more activity to the State Street commercial frontage.



Figure 3.5.1: Example commercial frontage

OPEN SPACES / PARKS / PLAZAS

2.3. Micro Park

Property #75023
 The Proposed location for this micro park would occupy existing parking spaces behind the apartment building located on this parcel. It is suggested that the park include some seating, green features, lighting, and electrical connections.



Figure 3.5.2: Area where parking can benefit from a micro park



Figure 3.5.3: Drive-Thru of Key Bank

ENVIRONMENTAL/SUSTAINABILITY

4.2 Living Wall
 Property #75114
 Revitalizing this currently underutilized wall attached to Key Bank's drive-thru bank kiosk, on property #75114, will help define the alley as people are coming and going. Brightening up the space with a living wall will pair nicely with the proposed micro park further down the alley.

UTILITIES

5.2 Waste Consideration
 Property #74950
 Here waste bins for multiple businesses clutter the alley and obscure an existing mural. Combining unconsolidated bins into dumpsters at pre-existing waste bin stalls could free up this bit of space to better welcome the substantial nightlife use of this particular alley.

SOCIAL AND HUMAN CAPITAL

3.7 Neon Lighting and Food Trucks
 Property #75072
 The Underground is suitable to host food truck parking to accommodate and entertain those a part of the club scene. Along with the food trucks, there is space for neon lighting to add towards the character as well as safety of the immediate area.

Alley 14

PUBLIC SAFETY

6.2 Neon

Alley 13 has a strong bar and club scene. Adding neon lights to this alley, especially out front of the Royal (property #75055) and Cap Hansen's (property #74931) will create a unique alley character. Not only will neon double as an art installation, but it will add to alley safety by increasing visibility along the pathway.

Properties #74846 and #74869 of alley 14 should eventually be infilled with mixed use buildings. In the meantime, lighting should be added to these parking lots to increase alley safety and a sense of security for pedestrians. Lighting could come in the form of neon, street lamps or string lights.



Figure 3.5.4: Neon light pattern that could be used for the club scene

DEVELOPMENT OPPORTUNITIES

1.2. Infill

Properties #74869 and #74846

These two parcels are the big parking lots next to the Herald building on State Street. To increase density downtown, they should both be developed. And because the lots are below street level, the new buildings could provide underground parking supporting residential uses. The ground floor level floor should encourage cafes, bistros, restaurants or small shops.

Infill property #74857

This parking lot is used by visitors of La Fiamma Pizza and abuts the Farmer's Market. In order to bring more activity to the Depot Market Square, this 6,030 sq.ft. parking lot should be developed into a small business. Shop frontage should be oriented to face Railroad Avenue, the Depot Market Square, and the alley. Businesses should be encouraged to provide outdoor seating spilling into the square. Property #74883 should also be considered for infill with alley frontage.

OPEN SPACE/PARKS/PLAZAS

2.1. Pocket Park

Property #74883

The proposal for a pocket would replace existing parking abutting La Fiamma Pizza. The Park could be adjoined with the farmers market and provide another vending location as well as a visually intriguing resting point for pedestrians.

SOCIAL AND HUMAN CAPITAL

3.5. Food Truck Parking

Property #74812

The Farmers Market has room for food truck parking within the preexisting parking lot. Hosting these trucks on the days that the Farmers Market is not in operation maximizes and utilizes the space efficiently. Instead of this space being only used during certain days of the week, it should promote business uses throughout the week.

3.6. Mural

Property #74834

The Leaf and Ladle has a wall facing the parking lot that could support an attractive mural. This wall would be a big attraction to those using the parking lot, and passing the parking lot. Utilizing this space instead of leaving it blank will give a playful feel to the area, as well as show off a local artist's skills.



Figure 3.5.5: Example mural for parking lot

ENVIRONMENTAL / SUSTAINABILITY

4.1. Planter Boxes

Property #74812

The parking lot by Depot Market Square that traditionally hosts the Farmer's Market on Saturday's is currently a blank concrete canvas in need of some color. Adding planter boxes and other greenery will help strengthen this location as an attraction point by improving aesthetics and sense of place.



Figure 3.5.5: Planter boxes

UTILITIES

5.1. Consolidated Waste

This location has a row of waste bins that may be better contained in dumpsters in an enclosed space that is a part of the proposed greenspace at this end of the alley. Providing more frequency of trash pickup can reduce the size and number of trash receptacles.

5.2 Improve Garbage Area

Here there is a poorly integrated area for waste bins that could again benefit from compact dumpsters and more aesthetically pleasing fencing.



Figure 3.5.6: Current garbage setup

The exterior artwork painted on the bins can be commissioned by a local artist, bring more color, and liveliness to the space than other ways of concealing trash receptacles.

PUBLIC SAFETY

6.1 Increase Lighting

The current lack of sufficient lighting poses concern if the Depot Market Square parking lot is to be utilized as a food truck pod, since people will be using the area all hours of the day. To accommodate this, adding light poles or lamp posts can aid in pedestrian safety and walkability, as well as highlighting murals.

Alley 15



Figure 3.5.7: Example of open-faced garage restaurant

CONNECTIVITY AND PUBLIC SAFETY

1.1 Develop Garages

Property #74695

On the alley facing side of this building there are balconies of residential apartment units and the bottom floor consists of a large, gated parking garage with a few single parking spots along the alley. Because these spots already have structural walls and foundation, they can readily be converted to support a series of small shops with frontage on the alley. This would bring more activity to alley 15. The shops could even extend into the parking garage by a couple yards, but the majority of the parking garage and its entrance should be preserved to support the above residents.

4.0 Integrative Conceptual Plan

SOCIAL AND HUMAN CAPITAL

3.1. Plant/Art Wall

Property #177578

The Sandpiper Apartments has a chain link fence facing the alley. To enhance the alley's character and attractiveness to people, the fencing should be altered. A green wall or art wall would provide a more visually enticing frontage. A plant or art wall would present a more pleasing attraction than basic fencing.



Figure 3.5.8: Plant wall to make current fencing more attractive

3.2 Vendors' Row

Property #176322

The Turnstone Apartments, has room in the parking lot where vendors can set up kiosks facing the alley, creating a vendors' row. This would make the area lively, provide economic opportunity for small scale business, and more efficiently utilize this space.

DEVELOPMENT OPPORTUNITIES

1.1 & 1.2. Mixed-Use Infill / Arcade-Shops

The current use of parcels #74850 and 74893

are inefficient and needs to be repurposed. Redeveloping it into mixed-use infill would better utilize the space.

3.3 Pavement Art

Alley 15 already has a large mural like the one behind the Pepper Sisters and Honey moon cider house. To add to the artistic character of this alley and encourage placemaking activities, pavement art should be added along the length of the alley. Pavement paintings could be abstract or even glow in the dark.



Figure 3.5.9: Pavement artwork

3.4 Improve Frontage

Property #74782

This parcel would benefit from the addition of neon lighting, signage, benches, and plants. Known already as Morse Alley, it would be beneficial to have an official sign with the name going over the entrance of the alley. Along with this sign, lights would also attract those walking by. Where empty space needs to be filled, plants and benches could be utilized.



Figure 3.5.10: Example archway for alley entrance

UTILITIES

5.1. Waste Consolidation

Here the array of waste receptacles should be consolidated at locations at each end of the alley that may be better integrated into existing locations at the ends of the alley.



Figure 3.5.11: Site of where fenceimprovements should take place



4.1 Food Trucks and Vendors Integrative Conceptual Map



RATIONALE

The Downtown Alley Plan recommends two districts, a North District and a South District, for concentrating food trucks and vendors to benefit downtown residents, employees, and visitors alike. The North Food Vendor District is in the vicinity of Alleys 3 and 4, as shown on the accompanying map (depicted in red). These alley locations are readily accessible to a large number of downtown workers, including civic employees. The North District could host fast pickup options and grab & go foods to meet the demands for lunchtime employees. The South Food Vendor District is in the southern vicinity of the downtown (depicted in green). The South District contrasts with the North District in located adjacent to the high-density residential area of downtown and aligns with vendor activities in and adjacent to Depot Market

Alleys 3, 4, 7, and 13 each feature utility hookups providing water and electricity utilities to support food vendors. The utility hookup boxes would be provided and managed by the city and licensed to food vendors.



4.2 Alley Character Integrative Conceptual Map



RATIONALE

The strategies depicted in the initial ideation alley plans presented in the previous chapter were further evaluated to produce a unified set of strategies for improving the character of Bellingham’s downtown alleys. While the character of downtown alleys will evolve gradually and are dependent upon both public and private initiatives, the strategies depicted in this plan are intended to guide improvements to foster character development in each alley. The character strategies map depicts four elements: improvements to lighting, alley place names, installation of artistic murals, and improvement of alley surfaces.

Lighting

The Character map recommends improvement of lighting in all alleys. Ornate lighting in alleys will increase the sense of safety, character, and promote connectivity among alleys. The Character map identifies several alleys to include a series of string lighting extending along the length of the entire alley. In other alleys, ornate types of lighting fixtures, either fixed to the ground or to building facades, are recommended. As an example, Alley 13, which has an active nightlife scene due to the presence of adjacent bars and food trucks, the addition of a series of neon lights, can further enhance the alley’s unique character while improving public safety. Installing improved lighting in each alley in the study area can greatly reactivate the character of downtown’s alleys.

Alley Naming

The Character map identifies five priority alleys to be identified with signage depicting a unique name. The City of Bellingham has already named Alley 5 as “Commercial Alley” and Alley 15 as “Morse Alley.” The inspiration for naming alleys comes from other locations, such as “Post Alley” in Seattle, WA. Naming alleys with signage prominent helps to promote character identify and alley names should be proposed to reflect the activities or features that are unique to each alley. The study recommends naming Alley 13 to reflective the active nightlife scene; Alley 12 to reflect a proposed plaza public space; and Alley 3 to reflect historical and artistic elements present in that alley. Eventually, each of Downtown alleys should be named as they develop their unique characteristics.

Murals

The study area alleys have many blank walls that provide opportunities for artistic improvements, including the application of wall murals. The Character map identifies 14 different locations suitable for mural installations. The addition of public art is an effective way to make alleys inviting. Murals should be designed to reflect the unique character of each alley to reflect historical or cultural commemorations, or to generally brighten up alley spaces. Alley artwork should provide opportunities to engage local artists

Pavement

An effective strategy for reactivating alleys is to remove asphalt surfaces and replace with pedestrian-friendly surfaces such as cobblestone, brick, or street art. The change in alley surfaces helps to emphasize the pedestrian orientation of alley spaces in contrast to roadway surfaces depicted by asphalt surfacing. The form of alley pavement should contribute to the unique character of each alley.

4.3 Public Spaces Integrative Conceptual Map



Figure 4.3.1. Downtown Parks and Open Spaces.

RATIONALE

Parks and other forms of public space are an integral aspect of a healthy and vibrant downtown community. It is suggested that the city take advantage of preexisting open spaces and develop them into public spaces that will encourage activity and support surrounding businesses.

The proposed sites are suggested in order to support the needs of their surrounding businesses and communities. Blocks above Cornwall are more heavily focused on commercial and office space and have more limited public space. Park sites below Cornwall are more numerous as these blocks have more retail and are proposed to have a significant increase in housing infill. With the preservation and reconfiguration of the farmers market, as well as the transformation of the undeveloped lots in alley 12, where the fire occurred, into a central plaza downtown, these spaces have the ability to serve a wide variety of downtown residents and guests.

Outdoor seating will benefit neighboring restaurants as well as food trucks and other vendors and is located where there is a higher concentration of cafes and restaurants. Where feasible, it is suggested that weather protections, such as awnings, accompany outdoor seating. Public open space is suggested, in its most simple form, as open space with greenery, seating, and more. These spaces bring further vegetation to downtown and promote a happy and healthy environment.

Commercially oriented public spaces are sites that will further support surrounding businesses or vendors while operating as public open space in other hours. The farmer’s market, or Depot Market Square, is the largest of these proposed spaces and is already a well established open space in Bellingham with the potential to operate throughout the week as a center for cafes and other vendors.

This study plans for larger, centralized open spaces as opposed to a plethora of pocket parks as this will provide considerable open space for downtown that can be easily accessed within a block from any location. The proposed configuration of public open space encourages the redevelopment of existing empty lots and the improvement of established open spaces. With these additions to Bellingham’s network of open spaces, downtown will be able to support its growing population by providing residents and visitors the opportunity to enjoy its beauty, culture, and retail offerings.

4.4 Environmental Features Integrative Conceptual Map

Environment Topics Map

- 1. Storm Water Feature
 - 1.1 Rain-barrel
 - 1.2 Pergola w/ Rain-barrel
 - 1.3 Water Activation Feature
 - 1.4 Green Roof to Gutter
 - 1.5 Filtration
- 2. Greening System
 - 2.1 Living Wall
 - 2.2 Green Facade
 - 2.3 Green Roof
 - 2.4 Planter Boxes
 - 2.5 Raised Garden Beds
 - 2.6 Rooftop Garden
 - 2.7 Hanging Baskets
 - 2.8 Community Garden
 - 2.9 Green Hedge/Fence
- 3. Covered Seating



RATIONALE

The original focus for this group was solely on stormwater filtration and containment. Each design team had varying degrees of stormwater filtration and containment in their proposals – permeable pavement, living walls, rain barrels, etc. After the initial presentation, the feedback received from city officials was cause for reconsideration. It was advised to avoid stormwater filtration systems that required extensive underground work, because they would be costly to implement and likely would cause issues with over-saturation and erosion. Instead, the focus should be more on implementing features that “celebrate water.”

What came of that conversation was a general shift towards an environmental focus, instead of solely stormwater filtration. All features that had something to do with water were identified and subsequently split into three main categories: stormwater feature, greening system, and covered seating. The main course correction was to ensure the even distribution of these water features throughout the downtown core. This required removing some features, like permeable paving, and adding others in their place.

Stormwater Features

This category includes original proposals of rain barrels and filtration systems, among other features. A new feature was introduced – water activation – to support the idea of “celebrating water.” Water activation might include sculptures, rain/wind chimes, fountains, etc. Regarding stormwater filtration, only one area was identified, in Alley 2, to retain this feature; pending design requirements, this will be a contained filtration system, so that there is no worry about soil over-saturation.

Greening System

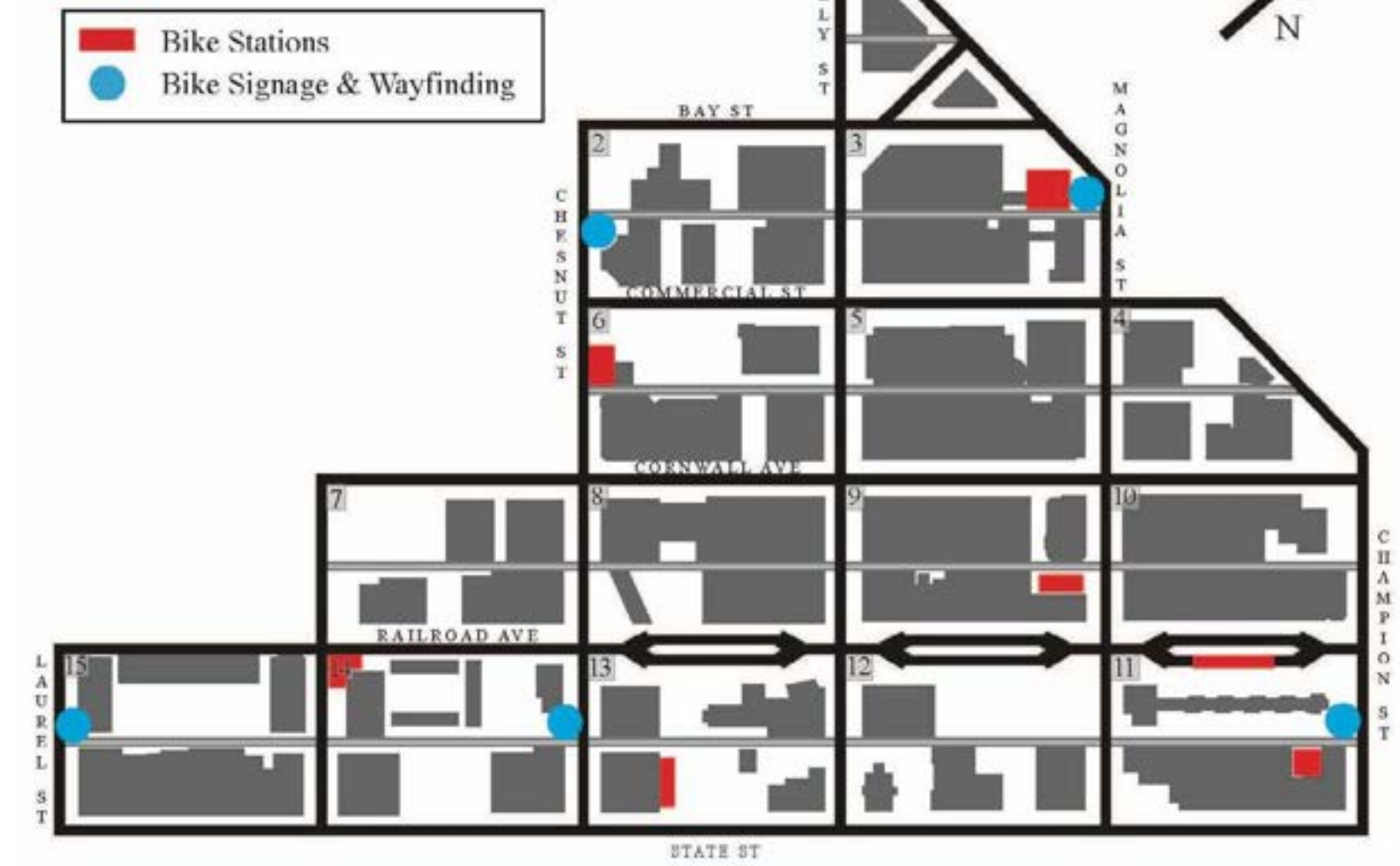
This category focuses on environmental features that include some type of greenery – living walls, planter boxes, community gardens, etc. This category has many proposed ideas, most of which were retained in the updated plan. The focus was to ensure the even distribution of features, similar to the previous category.

Covered Seating

Covered areas are included in this topic group because they provide shelter and protection from the weather. The original proposal contained only one area, in Alley 9, that would have an overhead covering. Since shelter from the rain is an important feature to have downtown, other key open spaces were identified, such as parks or rooftop seating, all of which might benefit from having an overhead sheltered area.

4.5 Bike Plan Integrative Conceptual Map

Downtown Bike Infrastructure



RATIONALE

Bellingham’s comprehensive plan outlines many goals related to automobile and multimodal transportation in the downtown area. Notably, the plan stresses the importance of reducing automobile dependency through limiting urban sprawl, providing safe and well connected mobility options, increasing pedestrian and bike infrastructure, and reducing dependence on single occupancy vehicles. Alleys, while often thought of as dark and dangerous spaces, hold limitless potential to increase the ability of bikes to safely traverse the downtown area, increasing ridership.

While activating and reorienting alleys as uninterrupted bike lanes in downtown is a great idea, this would decrease the level of service (LOS) and be inconsistent with Bellingham’s transportation policies. However, this does not mean that alleys can’t be used in other ways to increase bike agency. Our study recognizes that alleys, which already serve as automobile free spaces, could serve as important linkages between bike lanes across city blocks, allowing bikers and other HPV (human powered vehicle) users to more safely and efficiently cross into and through downtown. This would allow bikers and HPV users to cross between one way streets without having to risk themselves to automobile collisions, and increase their agency between streets and in downtown as a whole. Many bikers in Bellingham have concerns about safety and agency in downtown, and this would do wonders to mitigate some of those concerns.

Another major concern Bellingham bikers have is parking security. Bike theft is something all too common to many of Bellingham’s residents, becoming such a problem in recent years that the Bellingham Police Department has an official page of their website dedicated to it and how to prevent it. The rate of bike theft is tied directly to the types of racks in downtown, the affordability of secure locks, and the placement and density of bike parking downtown. An overhaul of this public resource would increase bike ridership and user confidence.

Some ways to mitigate bike parking concerns and increase user confidence is by increasing the amount of secure and visible parking in downtown by implementing new types of racks, and replacing them in thoughtful, visible locations near the entrances to alleys and near streets. This plan encourages secure bike shelters that shield bikes from view and access without locks/codes, and placing these new bike shelters in thoughtful locations in visible areas near highly trafficked areas like Bellingham Station, Condor Apartments, and Pickford and Upfront Theatres. Increasing user confidence through these methods is a great step to ensure that Bellingham residents feel comfortable using bikes in the downtown area, culminating in decreased automobile use over time and creating a safer and more equitable space for the future of downtown Bellingham.

5.0 Revised Ideation Map: Alleys 1-3

Alley 1 Ideation Map

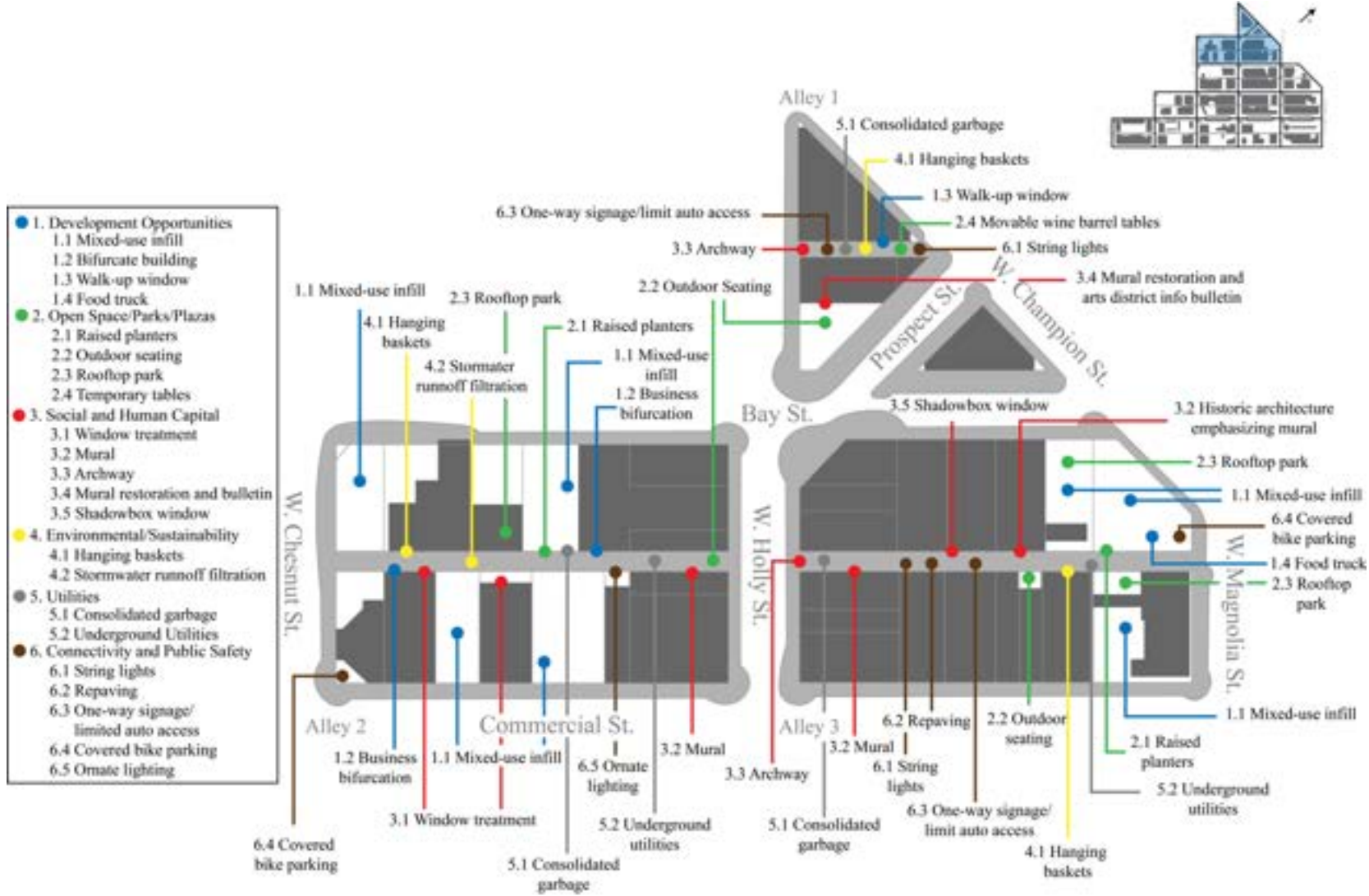


Figure 5.1.1. Updated ideation map for alleys 1-3.

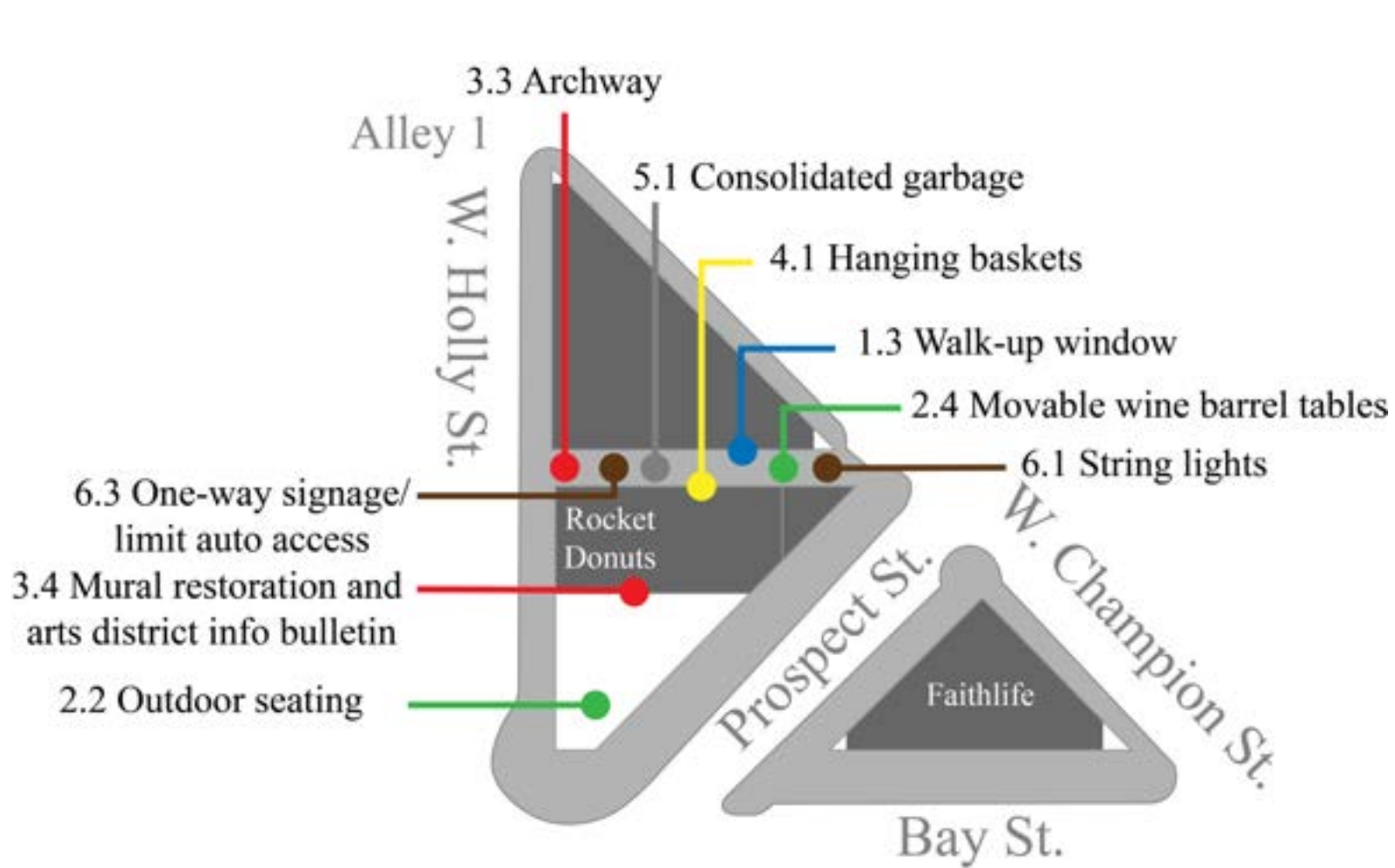


Figure 5.1.2. Updated ideation map for alley 1.

Alley 1 Elevation Views



Figure 5.1.3. Elevation view of the Northwest side of alley 1.



Figure 5.1.4. Elevation view of the Southeast side of alley 1.

Alley 1 Perspective Views



Figure 5.1.5. This perspective view shows the entrance to Alley 1, designated with an arch between parcel 74630 and parcel 74661. String lights also line the alley to provide lighting.



Figure 5.1.6. Another angle of the entrance shows seating and areas for people to congregate and chat under small awnings, as well as garbage corrals farther along down the alley. The small bar seating is placed currently on the wall of parcel 75661, which used to be Rocket Donuts. The study has found that a different eatery will take its place, leading to believe that an order window/outdoor seating that services the alley will be similarly possible.



Figure 5.1.7. Farther down the alley shows the afore mentioned string lights and garbage corrals, as well as hanging plants to the left alongside parcel 74661 to bring color and life into the alley.



Figure 5.1.8. At the other entrance of the alley, between parcel 74630 (left) and parcel 75630 (right), there is a service window to the alley from Seifert and Jones, a popular winery downtown. Also added to the alley are wine barrels to act as tables as well as decoration.



Figure 5.1.9. A closer view at the possible wine counter from Seifert and Jones and decorative wine bottles atop the barrels.

Alley 1 Pocket Park



Figure 5.1.10. Just around the corner at the edge of parcel 74673 is a bulletin board at the corner of the park-inglot, showing alley 1 as the "gateway to the arts district" and highlighting other hot spots nearby.



Figure 5.1.11. The rest of parcel 74673 has been reimagined as a pocket park where members of the community can sit and seat and relax after grabbing a bite to eat downtown.



Figure 5.1.12. Another perspective view of the park that shows the historical mural alongside parcel 74661 that shows “Old Bellingham”. The perspective view also shows a variety of public seating.



Figure 5.1.13. Another area where seating could be available to those who decide to grab a bite downtown.

Alley 2 Ideation Map

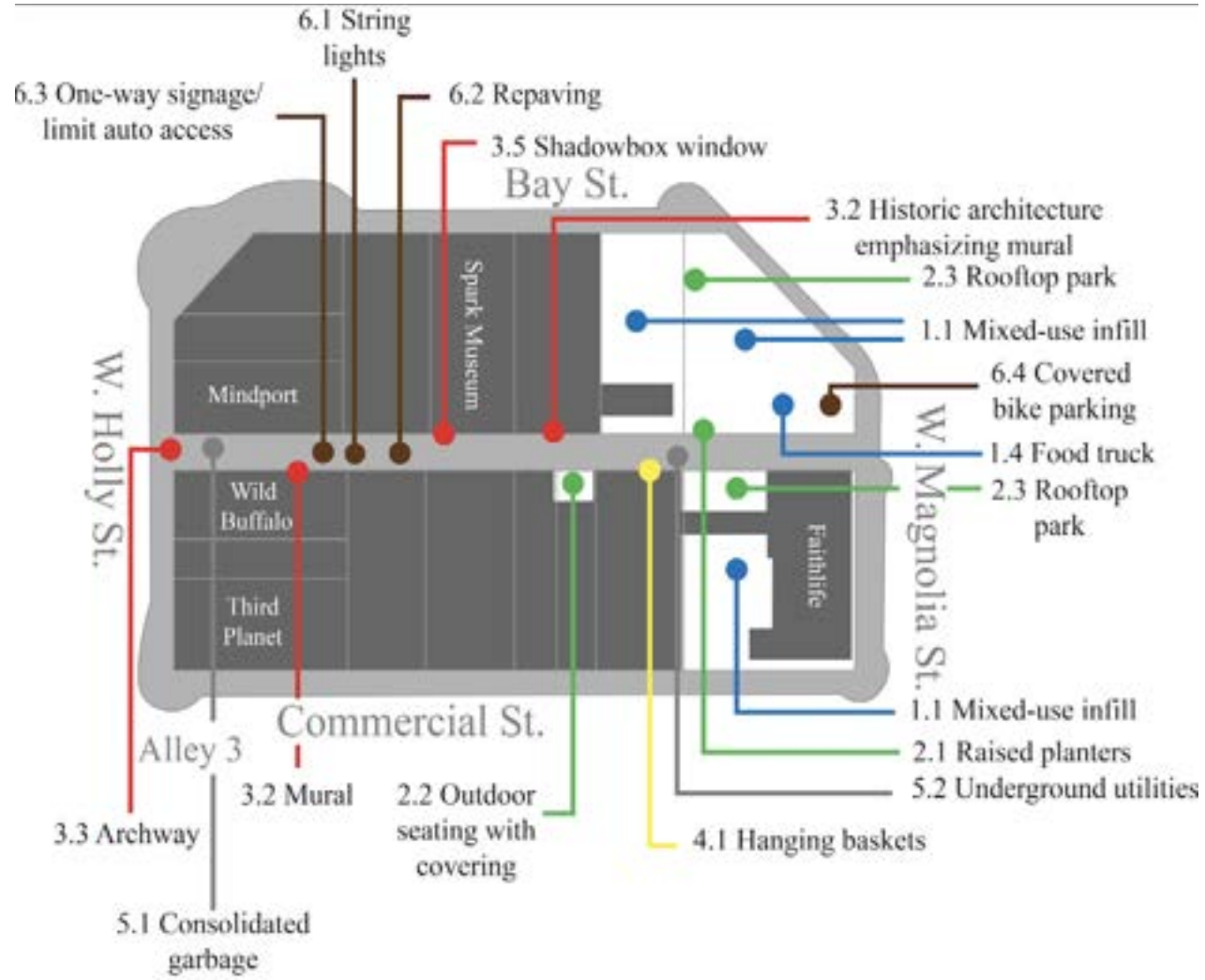


Figure 5.1.14. Revised Alley 2 Ideation Map

Alley 2 Elevation Views



Figure 5.1.15. Elevation view of the Northwest side of alley 2.



Figure 5.1.16. Elevation view of the Southeast side of alley 2.

Alley 2 Perspective Views



Figure 5.1.17. This perspective view, taken from the western end of Alley 2, displays a parking lot outside of Bellingham Travel and Cruise, a proposed coffee shop in the warehouse space currently owned by TRICO Office Interiors, and various other improvements. Note the planters, suspended flower pots, and wall alley lighting as key aesthetics of the alley to really make it come alive.



Figure 5.1.18. Taken further into the alley, this shot captures the back side of the “Upfront Theatre” a popular cinema frequented by Bellingham residents. This back entrance is a proposed development, as we believe that including multiple entrances will allow the theatre to cater to pedestrians inside and outside the alley.



Figure 5.1.19 Apartments and mixed use buildings characterize this middle area of the alley. In the foreground, you will observe outdoor seating for “The Black Cat”, a popular authentic latinx restaurant.



Figure 5.1.20. View from the adjacent side of the alley from the previous figure. This specific area includes multiple buildings, notably TRICO Office Interiors, which presently exists in this space.



Figure 5.1.21. This perspective view is from the perspective of the entrance of the proposed apartment building in the middle of the alley. Upon leaving this apartment building, you are greeted by multiple shops lining the north-west side of the alley, including a book/art store, a bistro, and a thrift store. This helps cater to alley residents and pedestrians alike.



Figure 5.1.22. The eastern side of the alley is more characterized by retail and commercial uses than the previously seen western side. In both of these figures, you will observe restaurants, outdoor seating areas, emporiums, thrift shops, art galleries, and more. Note the continuation of the outdoor lights and planter boxes, creating an inviting and warm alley atmosphere.



Figure 5.1.23. This is the first perspective shot looking down the alley to the W. On the left, you will observe a nail salon which currently exists in the alley, and the proposed additions of the outdoor seating areas, community happenings and bulletin board, justice mural, and updated wall art for The Black Cat building on the right side of the figure.



Figure 5.1.24. Additional western facing view of the retail section of alley 2. In addition, you will also be able to see the previous aforementioned entrance to the apartment block on the far left side of the figure.

Alley 2 Pocket Cafe



Figure 5.1.25. Western facing view of the eastern face of the alley. This is the first figure where you are able to view the pocket cafe described in following sections.



Figure 5.1.26. This view is taken from the inside of the pocket cafe, displaying the ordering counter; chairs, tables, and other seating areas. From here, you will be able to clearly view the goings on of the alley, and enjoy the weather through the seasons. When this cafe is closed, a garage door kept from the previous TRICO storage unit will act as the door for this establishment, a call back to the prior history of the alley space.

Alley 2 Outdoor Seating



Figure 5.1.27. Another view from the perspective of a person seated inside the pocket cafe.



Figure 5.1.28. This perspective, taken looking down Alley 2 from the eastern side, shows a better view of the Black Cat's outdoor seating arrangement, the entrance of the Whatcom Peace and Justice Center, and the adjacent justice mural. This provides the people that eat in the seating area to admire the mural while they enjoy their authentic latinx food.



Figure 5.1.29. This perspective view further displays the proposed seating and enhanced wall art of the Black Cat building. This area can seat up to 35 people.



Figure 5.1.30. On the left hand side, you will see a bulletin board meant to display community happenings and events to all pedestrians that enter and leave the alley. This is a space for people to advertise for their craft, promote their events, organize community functions, and other things. We believe it is as integral to a community space as the buildings and streets.

Alley 2 Social Justice Mural



Figure 5.1.31. This mural is representative of an existing mural in Queens, depicting two African American children hugging among a bed of colored flows. Adorned on the mural is various street art and quotes of support, directed at our need to come together as a community and as a nation to fight against racism, inequality, injustice, and prejudice. We believe this compliments the adjacent Whatcom Peace and Justice Center extremely well, and displays Bellingham's open and inclusive nature well.

Alley 2 Rooftop Park



Figure 5.1.32. This rooftop recreation area/green space is placed on top of the various retail outlets in the center of Alley 2. This rooftop park will be connected to the businesses through a stairway entrance at ground level, so any and all pedestrians can use and appreciate this amenity when possible. This area, adorned with Edison Bulb string lights, seating areas for up to 20 people, and a small green space for recreational activities is well suited to support a small thriving alley community and the opportunity to relax and admire the improved aesthetic of the alley.



Figure 5.1.33. Additional perspective view of the rooftop recreation area to support the original figure.



Figure 5.1.34. Additional perspective view of the rooftop recreation area to support the original figure.

Alley 3 Ideation Map

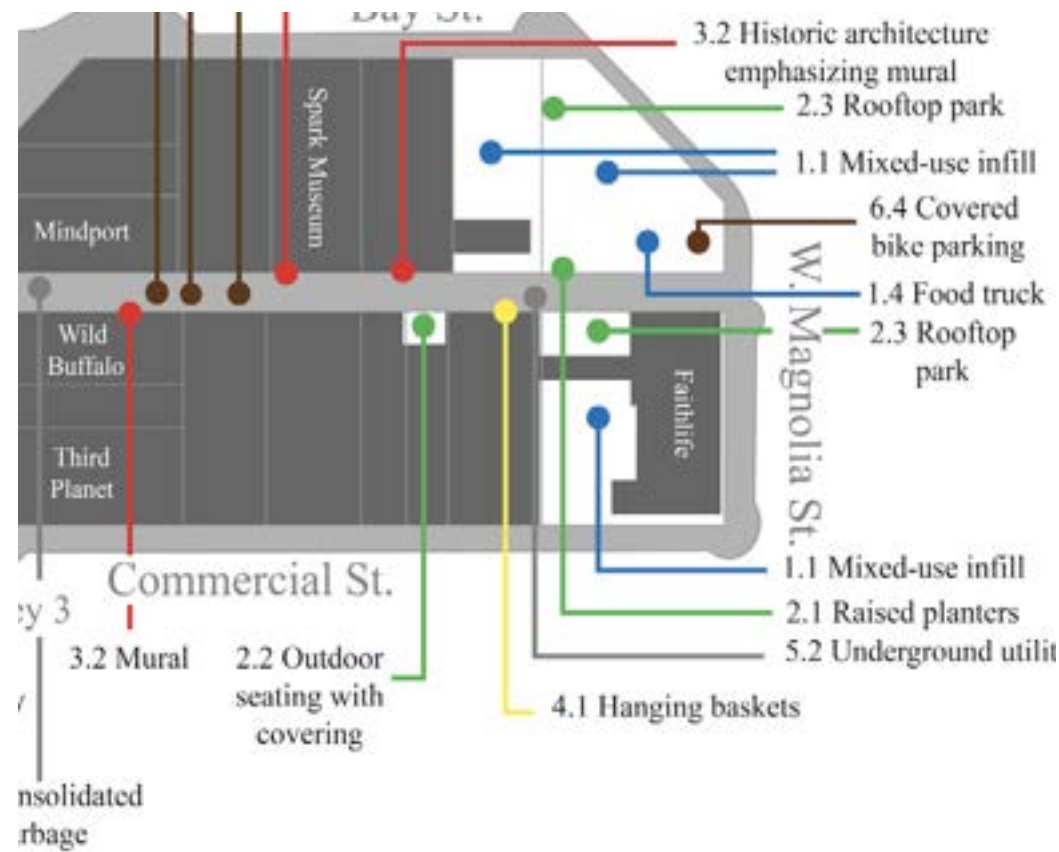


Figure 5.1.35. Revised Ideation Map for alley 3.

Alley 3 Elevation Views

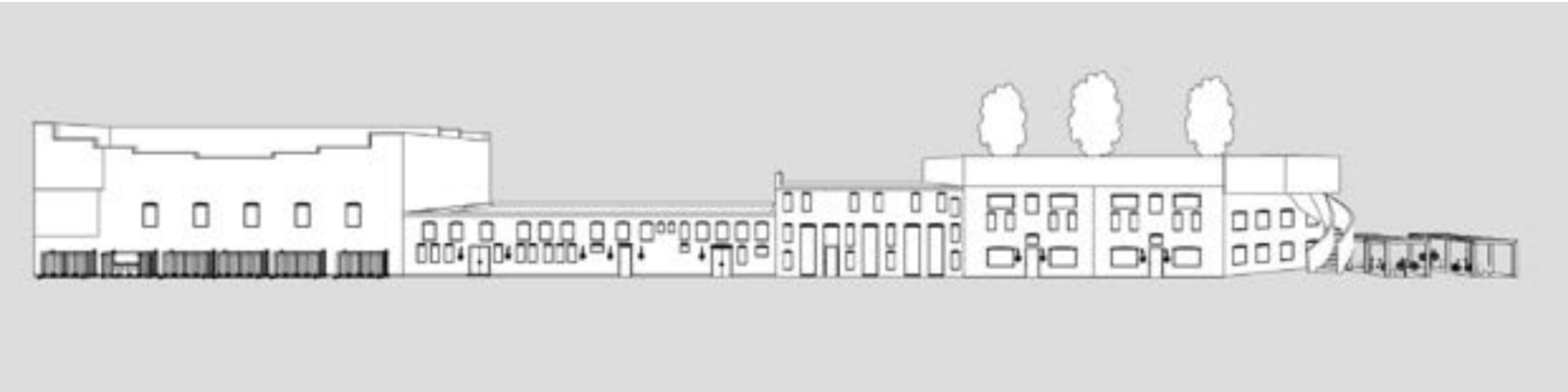


Figure 5.1.36. Elevation shot of the Northwest side of alley 3.



Figure 5.1.37. Elevation shot of the Southeast side of alley 3.

Alley 3 Perspective Views



Figure 5.1.38. This area is in front of Parcel 74859 where a mixed-use infill is proposed. According to the Topical maps described earlier, along Alley three is also the placement of the Food Truck section, and so a food truck was placed in front of the Parcel 74859.



Figure 5.1.39. Perspective from the east entrance of alley 3, revealing the added safety features of stringlights and murals to add to the historical aesthetic of this specific Bellingham alley. Planter boxes can also be seen lining both sides of the alley farther down,



Figure 5.1.40. Along the west side of the alley exists windows that have been bricked up. There seems to be no application for opening up these buildings because of the fact that they just hold storage, so to bring art into the alley we propose creating “peek-a-boo” murals across these window facades.



Figure 5.1.41. Perspective from the western entrance of the alley near the proposed garbage corrals. This shot shows more proposed murals to excentuate the historical brick of alley 3.

Alley 3 Shadowbox Displays



Figure 5.1.42. In front of Parcel 74572 is an open wall that was selected to be the location of the consolidated garbage carrales for Alley 3. These corrales will help to hide the trash from the public eye, but also place the garbage at the entrance of the alley for easy and convenient pickup.



Figure 5.1.43. Behind the theater of the Spark Museum, the windows will be retrofitted into shadow boxes, where some exhibits can be displayed into the alley. The older appliances will enhance alley character and also bring interest to the museum lining the alley.

Alley 3 Rooftop Park 1



Figure 5.1.44. A split-level infill building is proposed where the Faithlife building already has a skybridge over a parking lot (parcel 74891) to connect their two buildings. This infill will not disrupt this connection, but accentuate it and add a small rooftop park to bring greenery and openness into the alley.

Alley 3 Rooftop Park 2



Figure 5.1.45. A second rooftop park is proposed over proposed multi-family infill on parcel 74859 where there is currently a parking lot. This park is accessible via a staircase down to the alley next to the aforementioned foodtruck.

Alley 3 Expanded Outdoor Seating



Figure 5.1.46. This perspective view shows inspiration for proposed outdoor seating behind Uisce's Irish Pub (parcel 74864). Already in the space is the two levels that can be furnished with outdoor seating, heat lamps, and string lights to make it comfortable at all times. Also in the shot is a glass roof for rain protection.



Figure 5.1.47. This perspective view is from inside the outdoor seating and shows restaurant visitors' view of the murals opposite to them in the alley.

Alleys 4, 5, 6 Elevation Views



Figure 5.2.1 Alley 4, 5, 6 East View- W Champion to W Magnolia

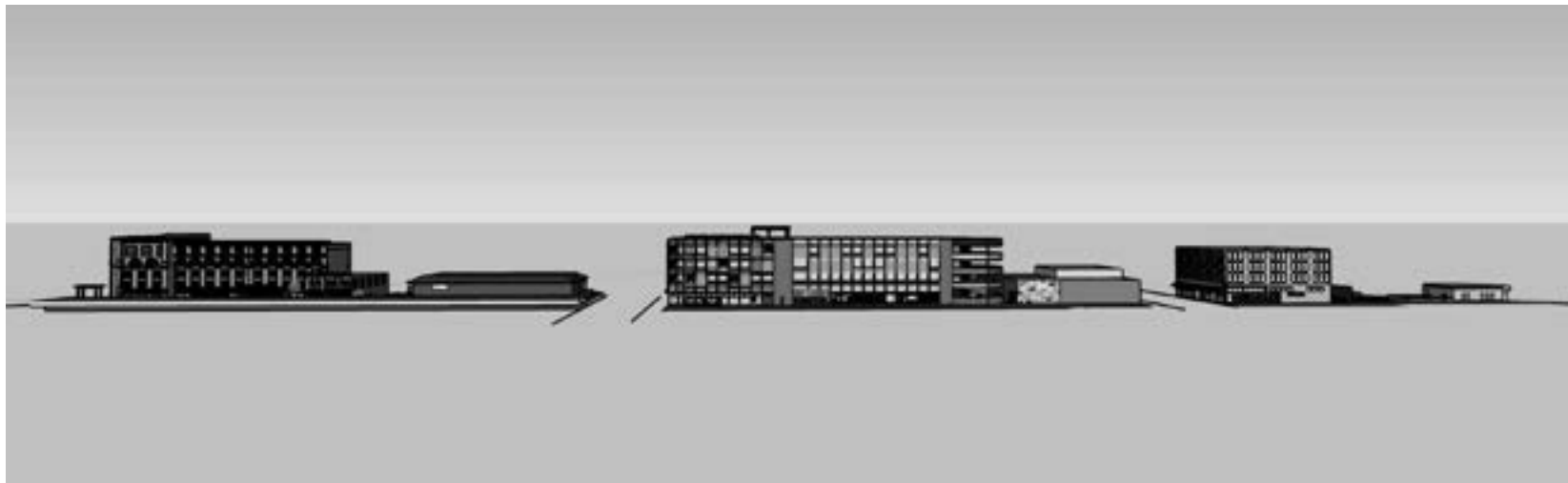
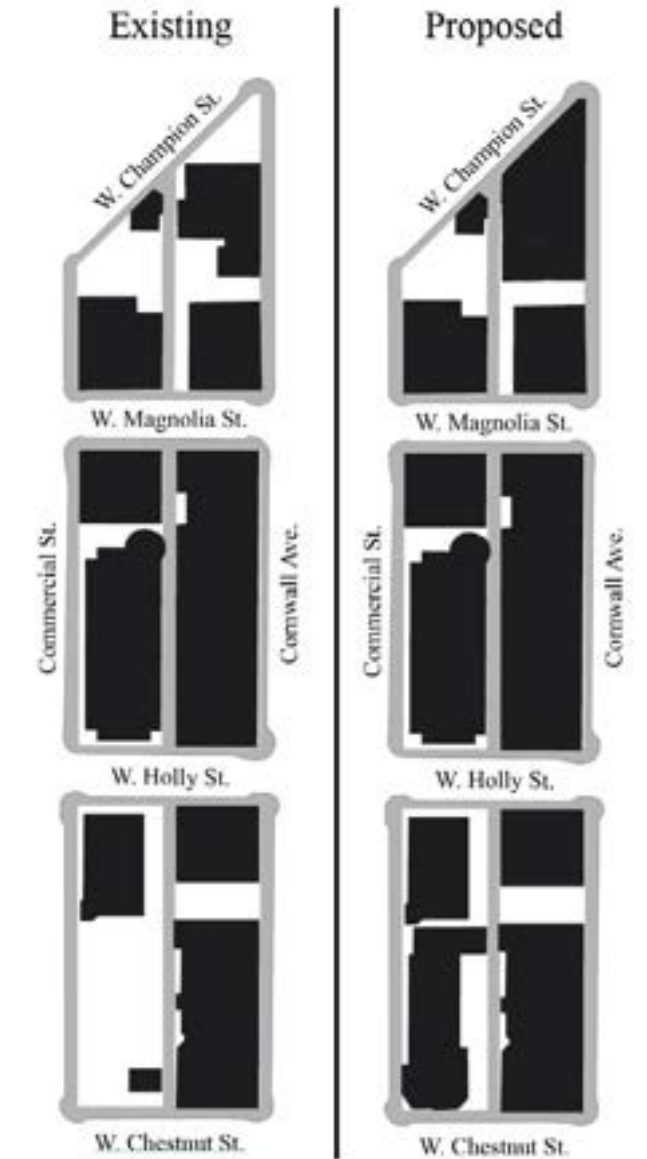


Figure 5.2.2 Alleys 6, 5, 4 West View- W Chestnut Street to W Champion Street

Alleys 4, 5, 6 Nolli Map



This figure ground map shows added buildings as part of the redevelopment plan. Added buildings appear in Alley 4 and Alley 6, the top and bottom alleys shown here.

5.2 Alleys 4-6 Revised Ideation Map

Alley 4 Ideation Map

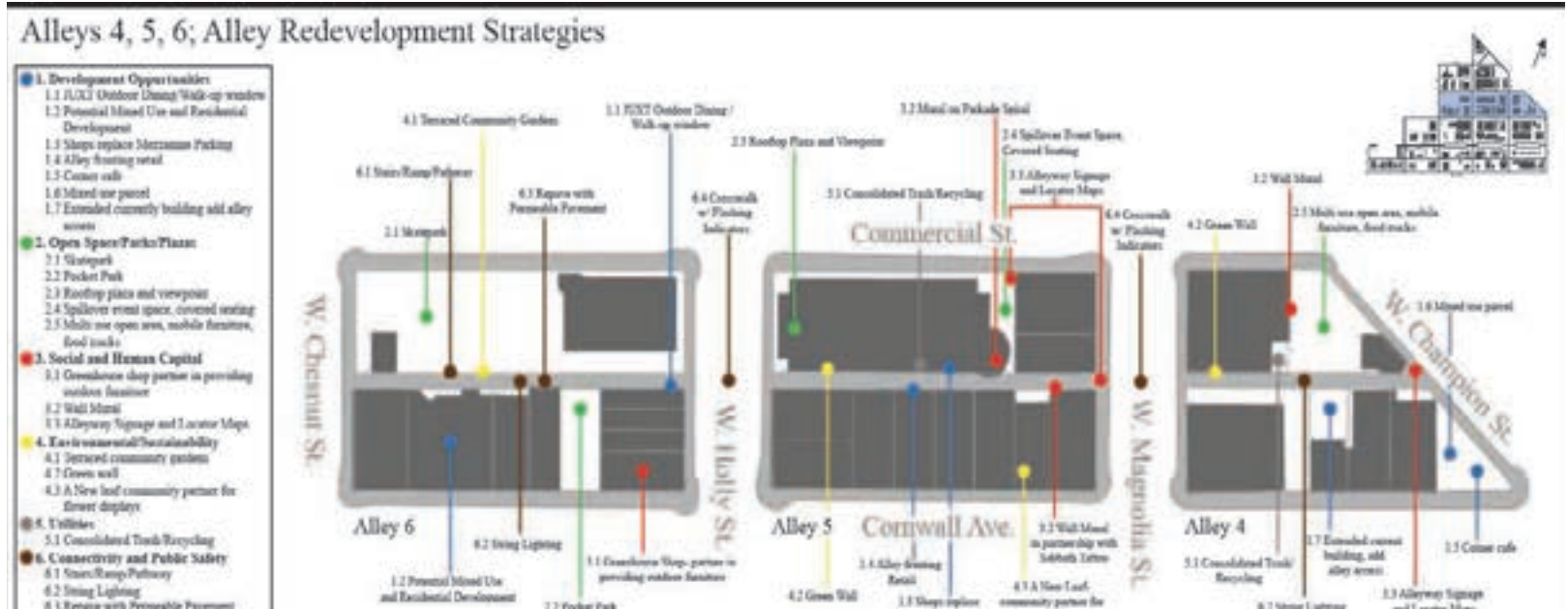


Figure 5.2.3 Updated ideation map for alleys 4-6.

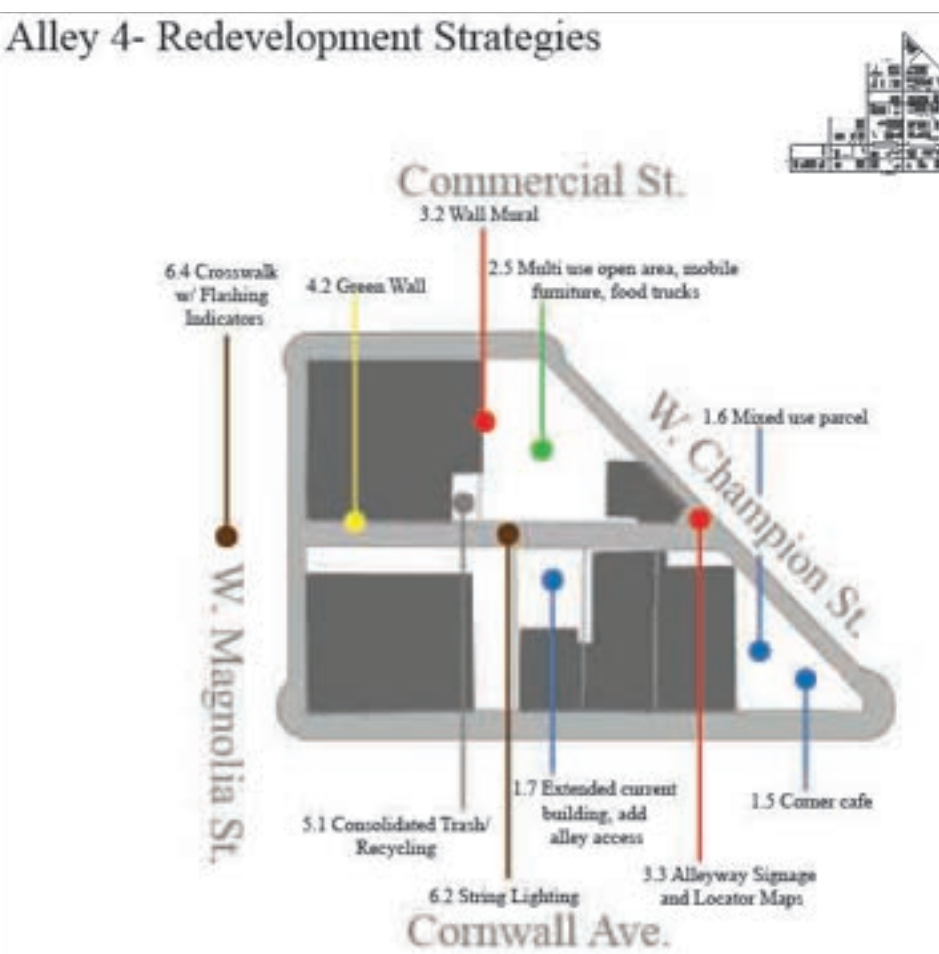


Figure 5.2.4 Updated ideation map for alley 4.

Alley 4 Elevation Views



Figure 5.2.5 Alley 4 North View



Figure 5.2.6 Alley 4 South View

Alley 4 Elevation Views

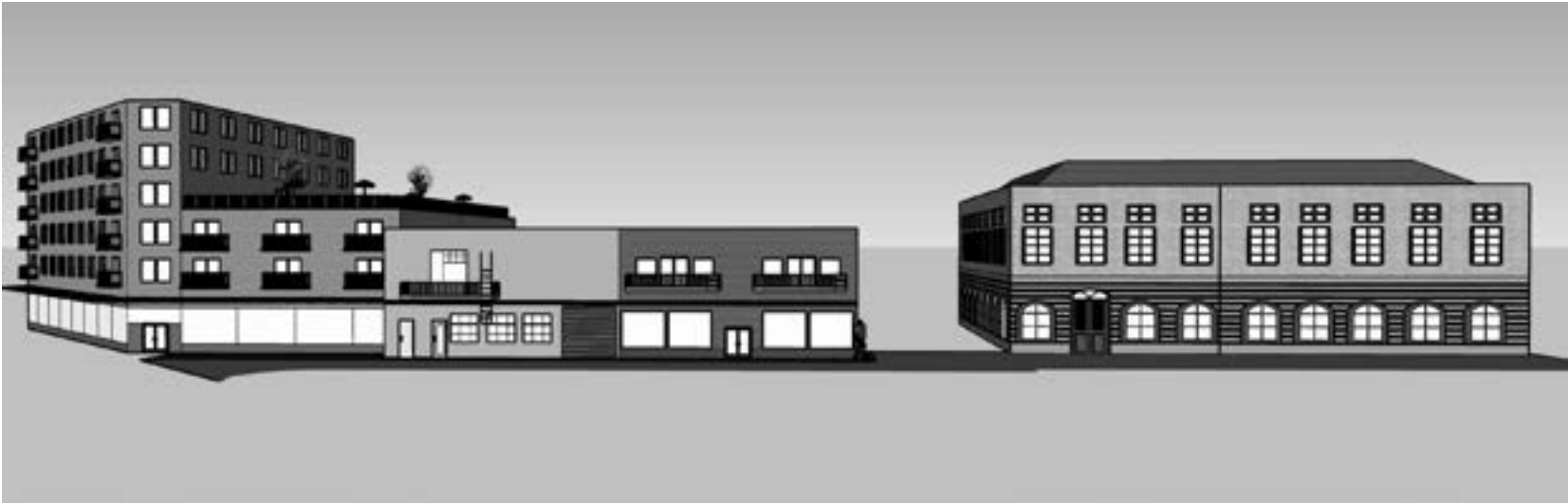


Figure 5.2.7 Alley 4 East View- W Champion to W Magnolia

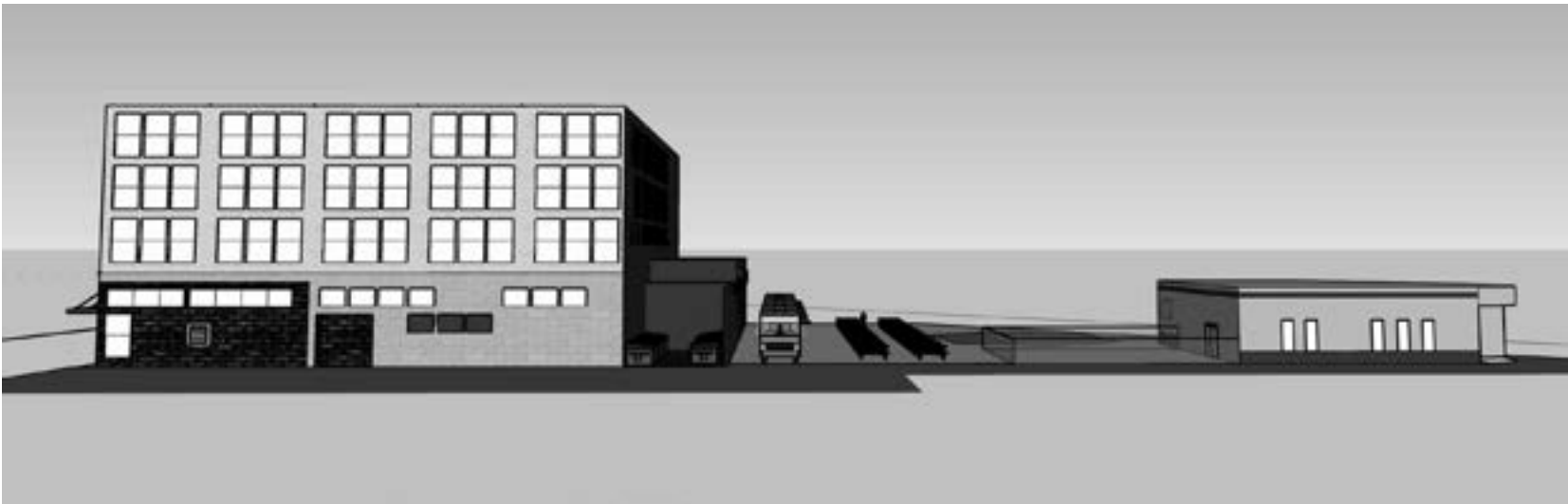


Figure 5.2.8 Alley 4 West View- W Magnolia Street to W Champion Street

Alley 4 Perspective Views



Figure 5.2.9 North end of Alley 4 looking south.



Figure 5.2.10 New mixed use building (left), mid- alley 4 looking south.



Figure 5.2. 11 New Food Truck Multipurpose Area At North End of Alley 4.

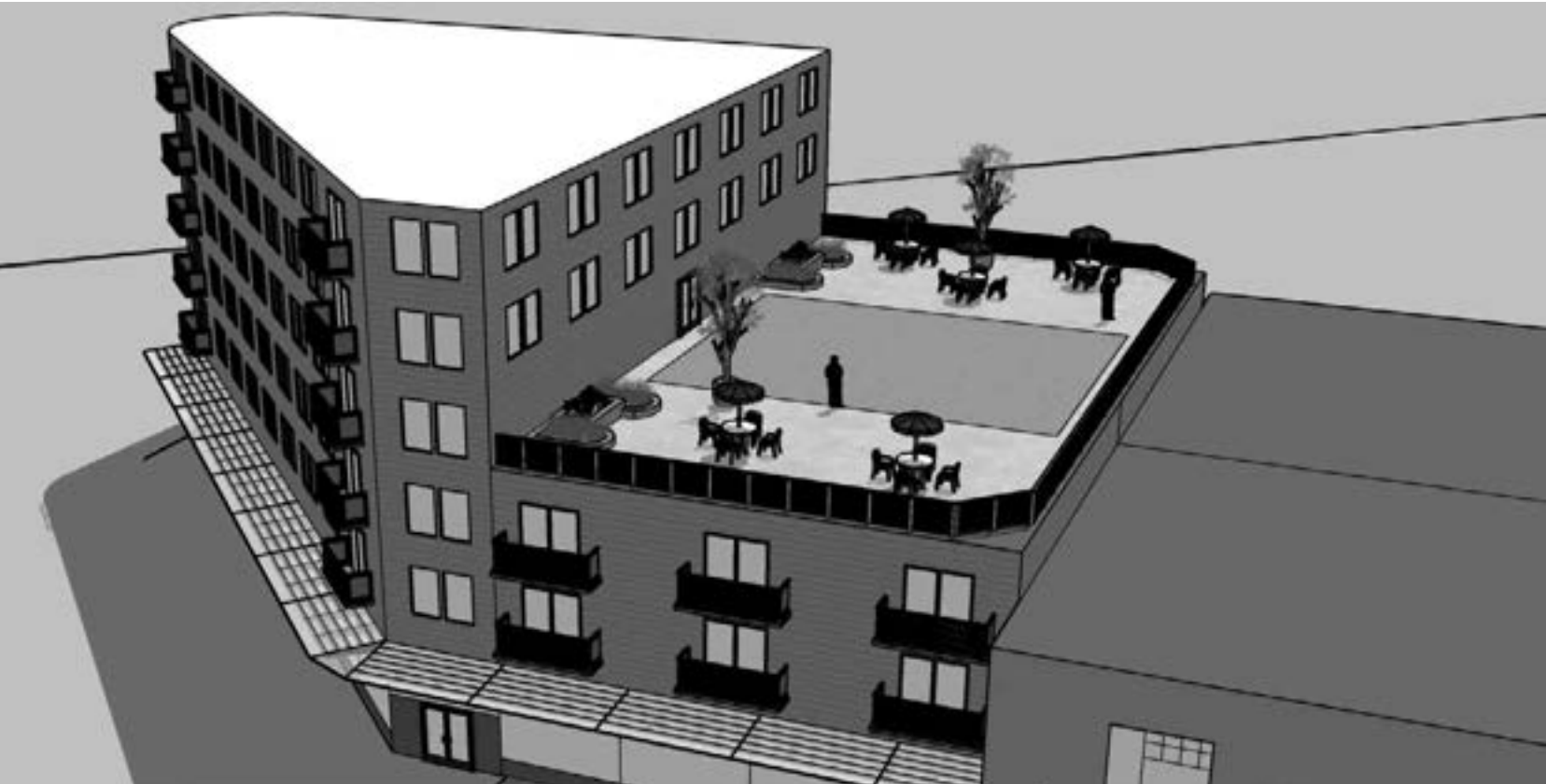


Figure 5.2.12 New Mixed Use Building in Alley 4. View Looking East

Alley 5 Ideation Map

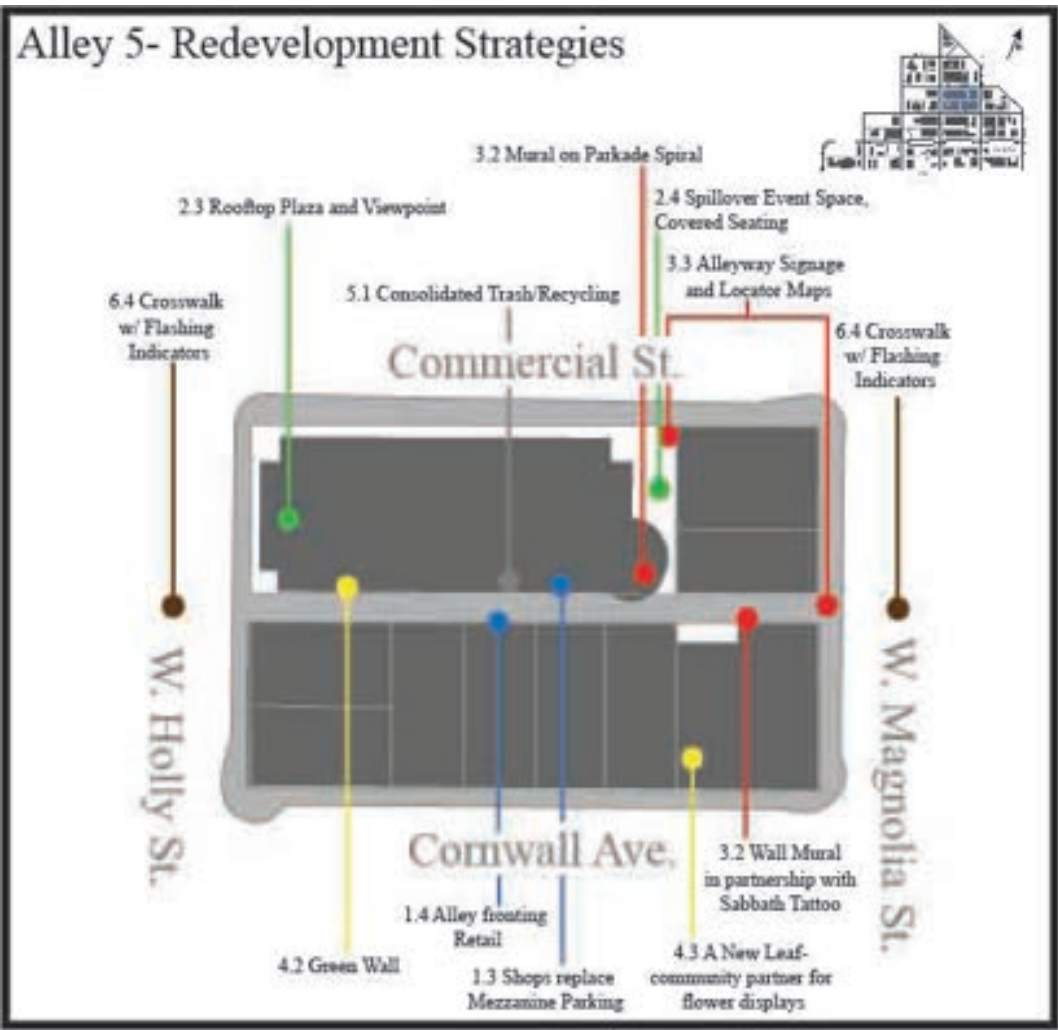


Figure 5.2.13 Alley 5 Ideation Map

Alley 5 Elevation Views



Figure 5.2.14 Alley 5 North View



Figure 5.2.15 Alley 5 South View

Alley 5 Elevation Views Alley 15:



Figure 5.2.16 Alley 5 East View- W Magnolia to W Holly



Figure 5.2.17 Alley 5 West View- W Holly Street to W Magnolia Street

Alley 5 Perspective Views



Figure 5.2.18 New outdoor seating under bank parking area looking South.



Figure 5.2.19 Mid-Alley 5 looking south; Chuckannut Brewery outdoor seating (right)

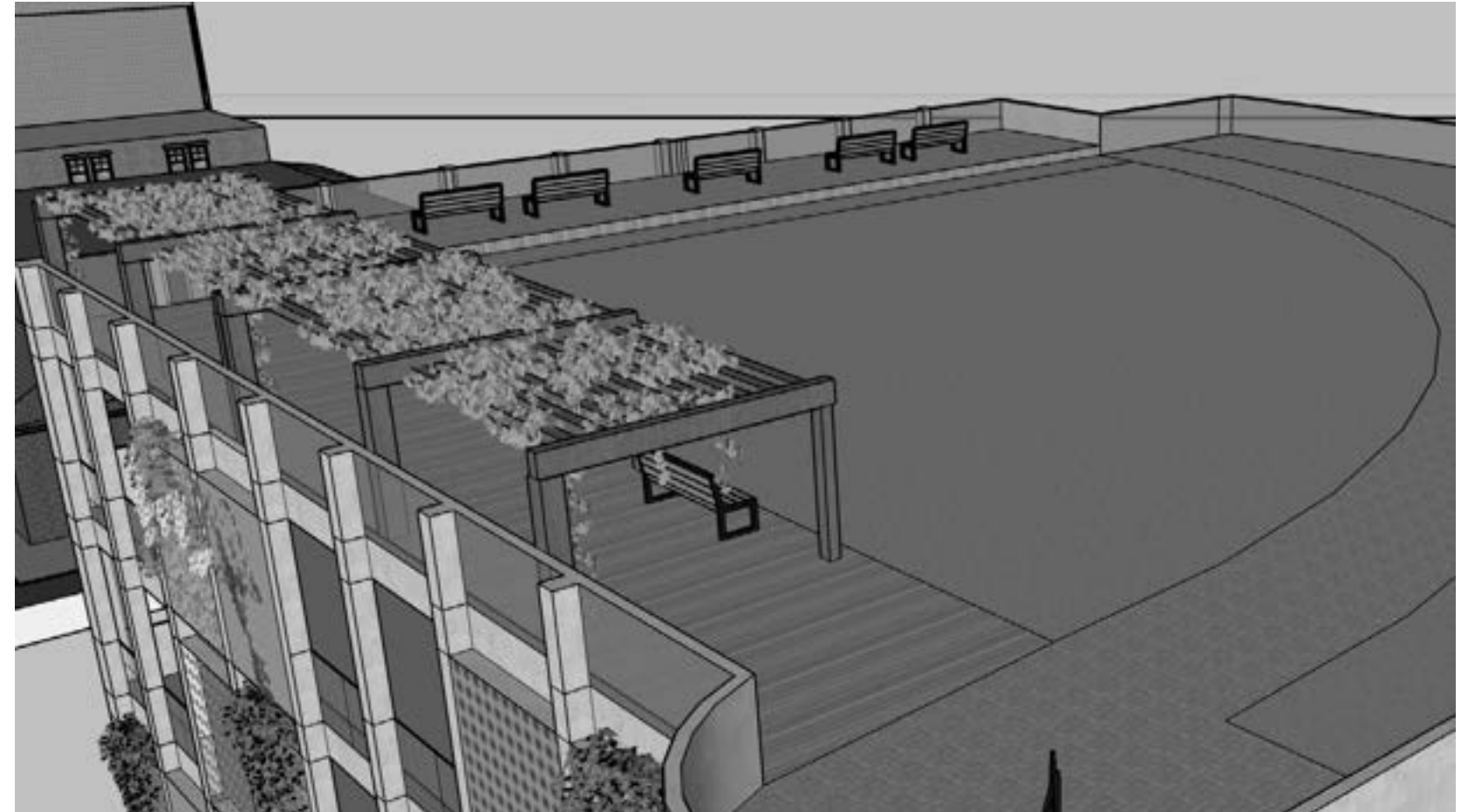


Figure 5.2.20 New public viewpoint, plaza, and greenspace located on the top floor of Commercial Street Garage.



Figure 5.2. 21 Improved mezzanine area with shops and consolidated garbage in Commercial Street garage, looking North.

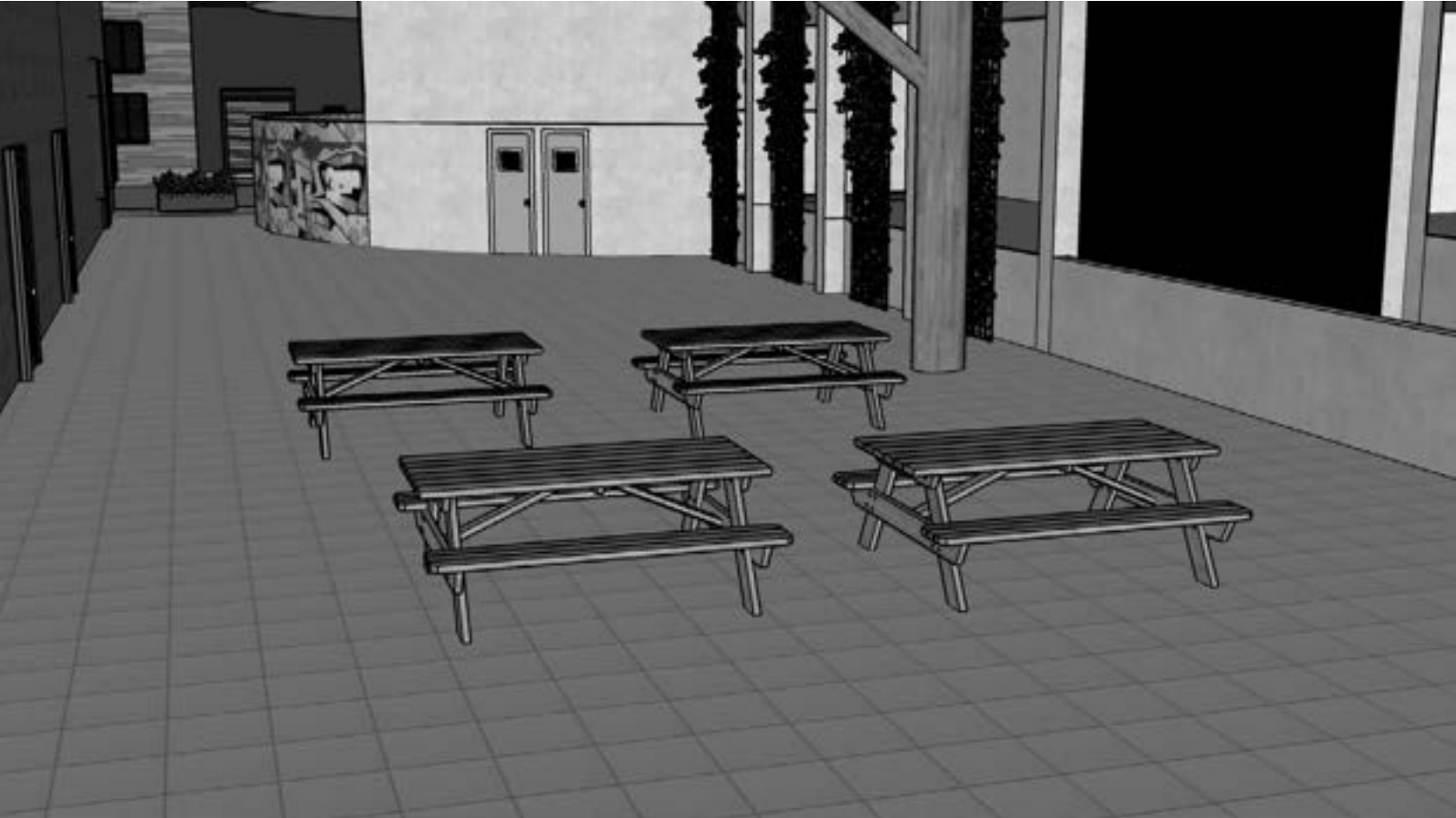


Figure 5.2. 22 New covered Seating Area in Alley 5 Commercial Street.

Alley 6 Ideation Map



Figure 5.2.23 Improved mezzanine area with shops and consolidated garbage in Commercial Street garage, looking North.

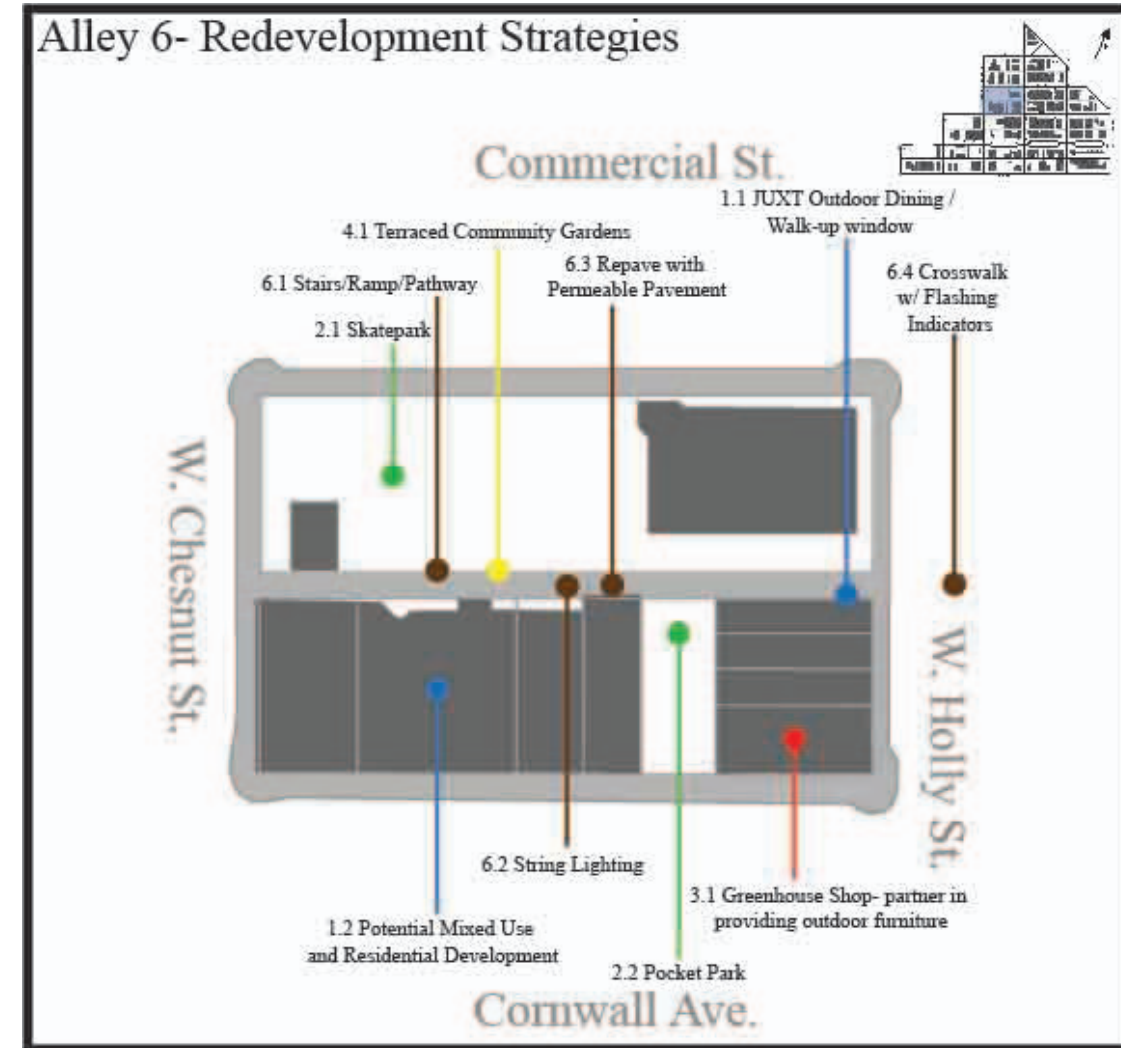


Figure 5.2.24 Revised Ideation Map for alley 6.

Alley 6 Elevation Views



Figure 5.2.25 Alley 6 East View W. Holly to W. Chestnut Alley



Figure 5.2.26 Alley 6 West View- W Chestnut Street to W Holly Street

Alley 6 Elevation Views



Figure 5.2.27 Alley 6 North View



Figure 5.2.28 Alley 6 South View

Alley 6 Perspective Views



Figure 5.2.29 Expanded outdoor seating for Juxt, Cafe Akroteri, and India Grill looking South.



Figure 5.2.30 New expanded outdoor seating for Juxt, Cafe Akroteri, and India Grill looking South-East, occupying half of current Cafe Akroteri parking lot.



Figure 5.2.31 Mid-Alley 6 looking south.



Figure 5.2.32 New proposed mixed use building on south end of Alley 6.

5.3 Alleys 7-9. Revised Conceptual Ideation Map



Figure 5.2.33 New courtyard with outdoor seating fronting terraced gardens along Alley 6 looking North.

- 1. Development Opportunities
 - 1.1 Arcade-style shops
 - 1.2 Walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
 - 1.5 Vendor stalls/food trucks
- 2. Open Space/Parks/Plazas
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Courtyard seating/plaza area
- 3. Social and Human Capital
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Alley signage
 - 3.5 Vendor stalls
- 4. Environmental/Sustainability
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for stormwater filtration)
 - 4.3 Rain garden (bioretention)
 - 4.4 Covered area
- 5. Utilities
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- 6. Connectivity and Public Safety
 - 6.1 Lighting (string/ornate/other)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk

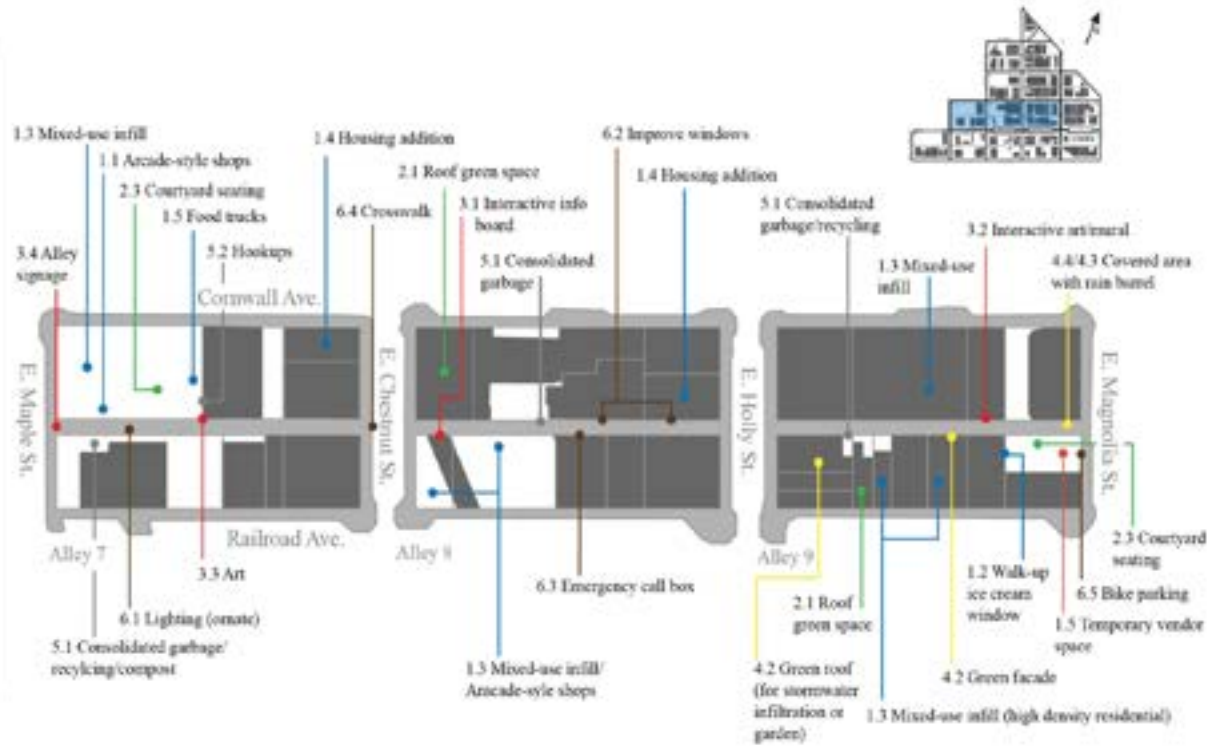


Figure 5.3.1: The conceptual ideation map was revised with regards to the constructive critiques and comments received when presented to a group of professional planners and planning faculty colleagues. Spaces for food truck vendors, bike-lock stations, courtyard public seating, and additional ornate and alley-unique lighting were added to enhance the space character. The suggestion for a rain garden structure on the sides of the pergola suggested for alley 9, were removed due to conflicts with urban infrastructure and issues with overflowing water. Other such ideas, like restaurant seating and center place ornate lamp posts were also discarded to keep the way clear for service and emergency vehicles. Additions of artwork have been created to foster a unique sense of place. Suggestions, like green roofs, were decreased due to pragmatics and not creating an over-abundance of the same amenity for each block in the downtown area.

- 1. Development Opportunities
 - 1.1 Arcade-style shops
 - 1.2 Walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
 - 1.5 Vendor stalls/food trucks
- 2. Open Space/Parks/Plazas
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Courtyard seating/plaza area
- 3. Social and Human Capital
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Alley signage
 - 3.5 Vendor stalls
- 4. Environmental/Sustainability
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- 5. Utilities
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- 6. Connectivity and Public Safety
 - 6.1 Lighting (string/ornate/other)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk

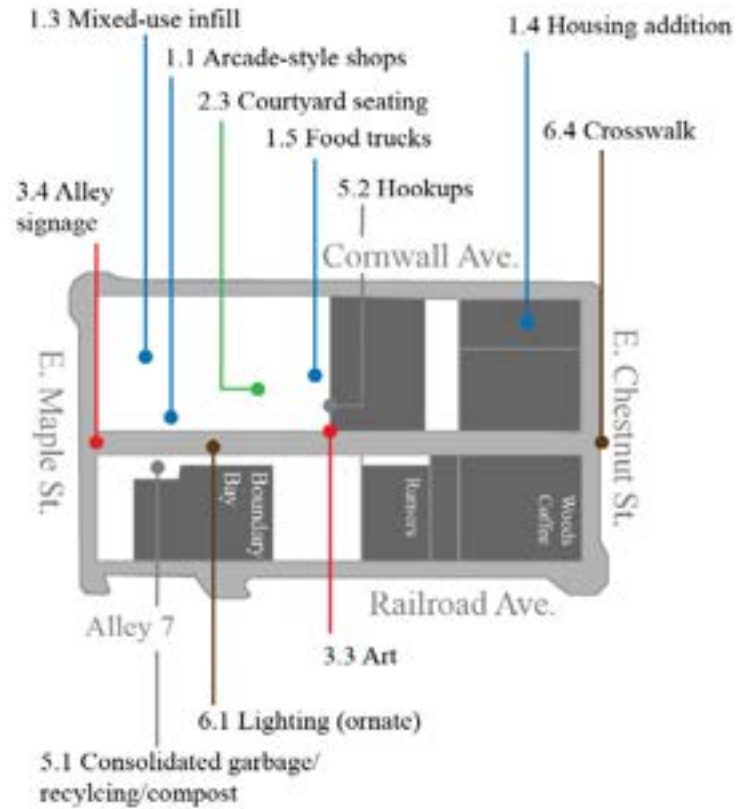


Figure 5.3.5 (top): Elevation sketch of downtown Alley 7 looking eastward towards Railroad Avenue. Suggested improvements included.

Figure 5.3.6 (bottom): Elevation sketch of downtown Alley 7 looking westward towards Cornwall Avenue. Suggested improvements included.

Figure 5.3.2: Revised conceptual ideation map for Alley 7

5.3 Alley 7: Entrance Perspectives



Figure 5.3.7: Perspective view of Alley 7 from the entrance on E. Maple Street. Suggested improvements included.



Figure 5.3.8: Perspective view of Alley 7 from the entrance on Chestnut Street. Suggested improvements included.

5.3 Alley 7. Close-Up Perspectives of Concept Ideas



Figure 5.3.9: Snapshot looking northward towards the Cornwall Avenue side of the block. Depicted here is a proposed new infill building on the left of Alley 7 along with an enclosed courtyard space fronting the alley. The large apartment building would create additional residential units in a very desirable area with views of Bellingham Bay. On the right, in the background, is the side image of the existing building that currently houses Francis Place Apartments. A proposed mural is suggested to be added to the currently blank concrete wall.



Figure 5.3.10: Snapshot depiction looking northwest towards Cornwall Avenue. This image shows the enclosed public courtyard and food truck lane that connects Cornwall with the Alley 7 space. Ornate lighting fixtures placed here to double for safety and beautification of the area.



Figure 5.3.11: Consolidated trash corral on the side of Alley 7, adjacent to the Mountain Room at Boundary Bay. Solid waste removal services are not impeded but receptacles are places out of view and out of public alley space.

- 1. Development Opportunities
 - 1.1 Arcade-style shops
 - 1.2 Walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
 - 1.5 Vendor stalls/food trucks
- 2. Open Space/Parks/Plazas
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Courtyard seating/plaza area
- 3. Social and Human Capital
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Alley signage
 - 3.5 Vendor stalls
- 4. Environmental/Sustainability
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- 5. Utilities
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- 6. Connectivity and Public Safety
 - 6.1 Lighting (string/ornate/other)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk

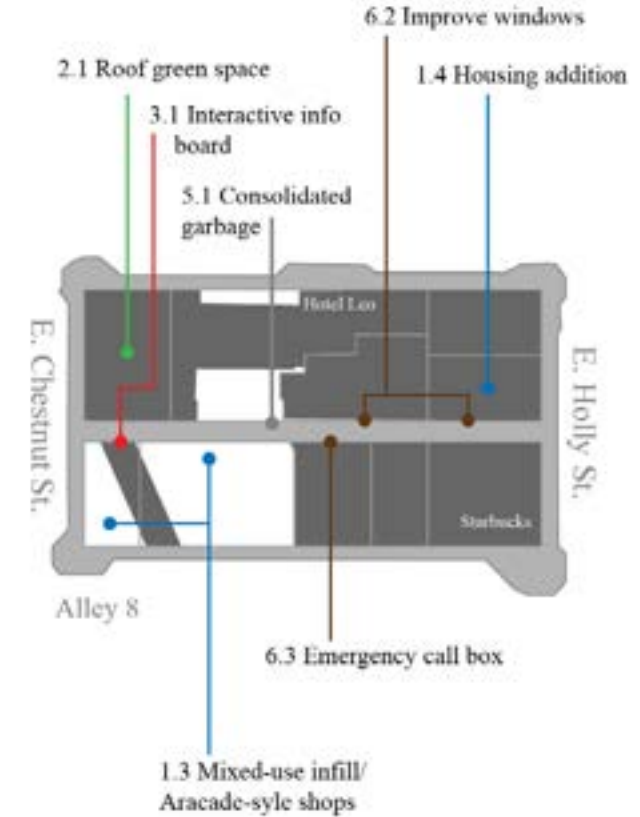


Figure 5.3.3: Revised conceptual ideation map for Alley 8

5.3 Alley 8. Elevation Sketches

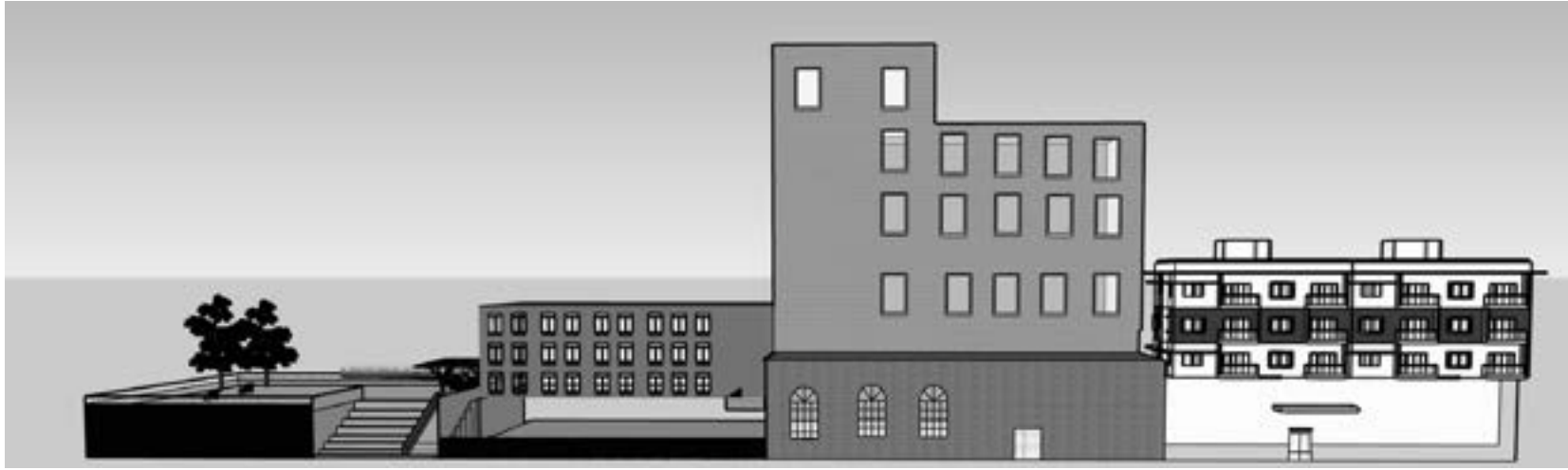


Figure 5.3.12 (top): Elevation sketch of downtown Alley 8 looking westward towards Cornwall Avenue.

Figure 5.3.13 (bottom): Elevation sketch of downtown Alley 8 looking eastward towards Railroad Avenue.

5.3 Alley 8: Entrance Perspectives



Figure 5.3.14: Perspective view of Alley 8 from the entrance on Chestnut Street. Suggested improvements such as interactive community chalkboard and added alley window frontage included.

5.3 Alley 8: Perspectives of Concept Ideas



Figure 5.3.15: Perspective view of Alley 8 from the entrance on Holly Street. Suggested improvements included.



Figure 5.3.16: Perspective northwest view of a rooftop green space next to the corner of Cornwall Avenue and Chestnut Street. Hotel Leo neighbors this structure on the right. Pedestrian amenities included such as covered seating areas and benches for general public or local residents.

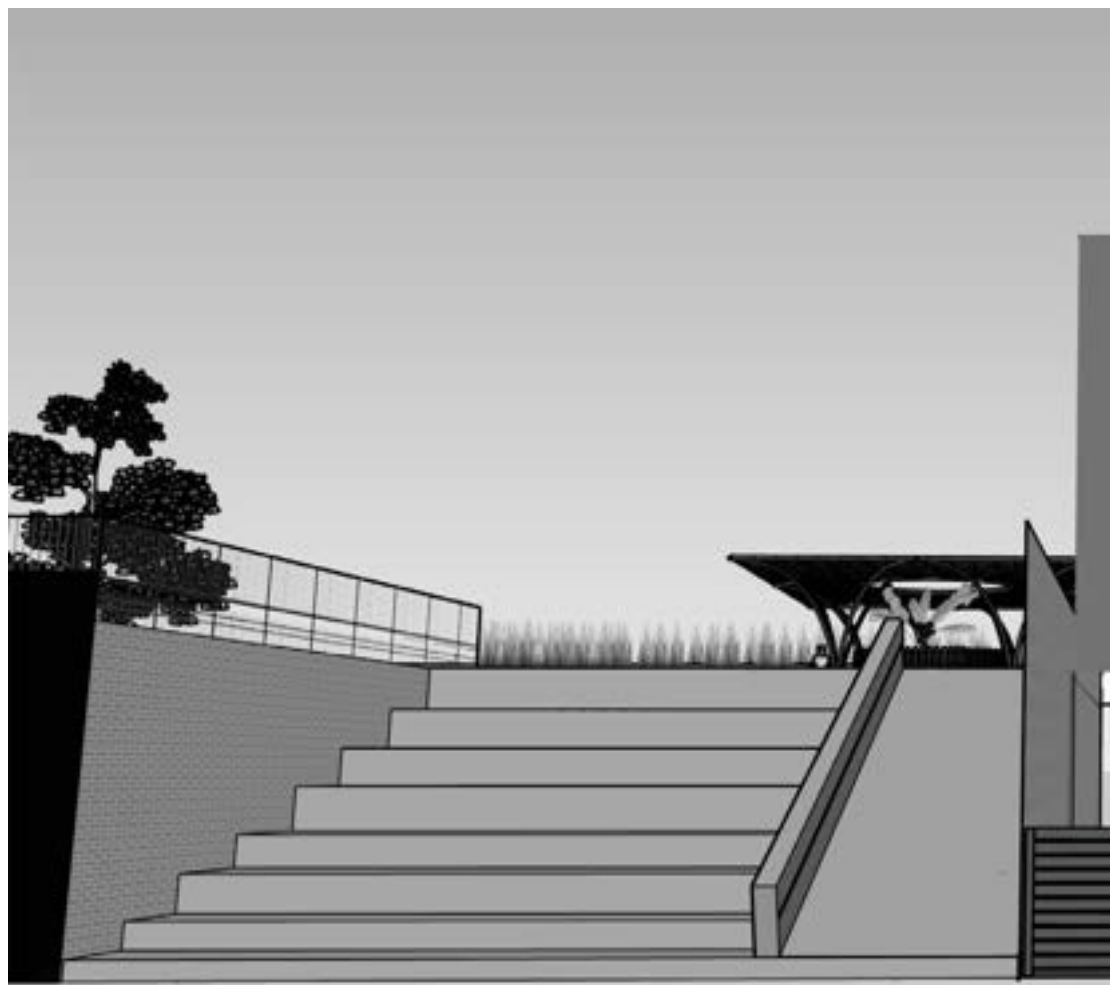


Figure 5.3.17: Stairway entrance to rooftop green space from Alley 8.



Figure 5.3.18: Snapshot of using the sides of this rooftop green space as an area for local artwork. One such suggested idea is using interactive community chalkboard as a way to get the community engaged with space around them. This would be a wonderful way of increasing community engagement by adding permanent or removable sticker prompts, such as “Where is the Best Place to Eat?”, “My favorite place in Bellingham is...”, or “My 2021 goal is...”. The ideas for these prompts are endless and an interactive chalkboard can also inform local community members about events or venues. One such example could be, “The neighborhood meeting is tonight @ the library”.



Figure 5.3.19: This portion of Alley 8 has a blank wall and the suggestion of added window frontage onto the alley will definitely improve the space in many ways such as safety, character, and charm. Adding windows decreases the trench-like character that makes alleys an unwelcoming and uncomfortable place to be.



Figure 5.3.20: Additional residential units ontop of the existing Bank of America located on the corner of Holly Street and Cornwall Avenue.

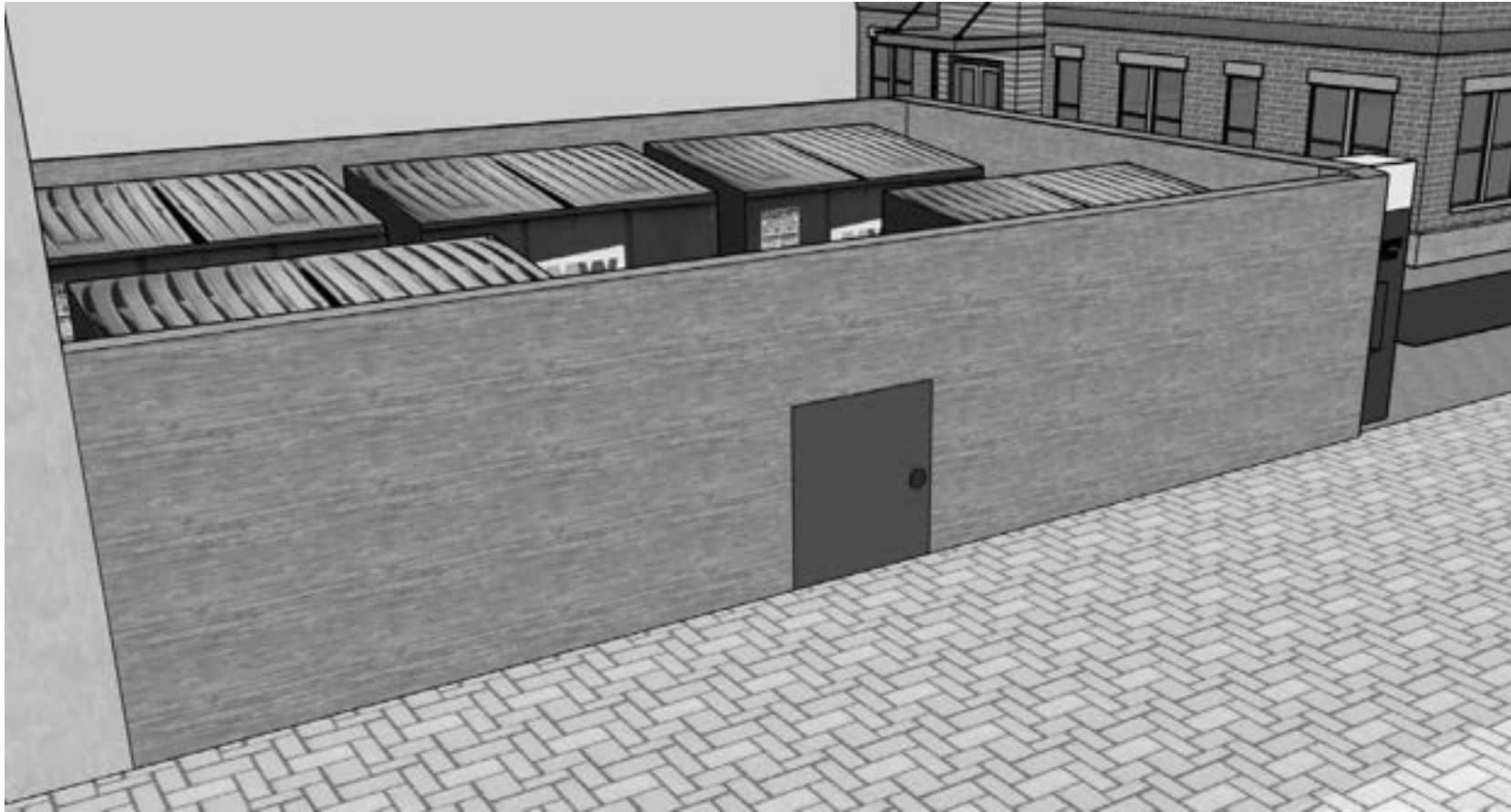


Figure 5.3.21: Consolidated trash corral on the side of Alley 8 between proposed mixed-use infill development and the parking garage. Solid waste removal services are not impeded but receptacles are placed out of view and out of public alley space. Although not depicted here, and as suggested in Chapter 3 Section 3, these corrals can be decorated in artwork as a beautification method.



Figure 5.3.22: Example of an emergency call box on the side of the consolidated solid waste corral near the proposed mixed-use infill building.



Figure 5.3.23: Snapshot looking southeast towards the corner of Railroad Avenue and Chestnut Street. Currently area is used as a drive-thru for Bank of America and a parking lot. This image shows the new proposed infill building in it's place with uniquely styled designed combined with added rooftop green space for it's residents.

- 1. Development Opportunities
 - 1.1 Arcade-style shops
 - 1.2 Walk-up window
 - 1.3 Mixed-use infill
 - 1.4 Housing addition
 - 1.5 Vendor stalls/food trucks
- 2. Open Space/Parks/Plazas
 - 2.1 Roof green space
 - 2.2 Raised garden beds
 - 2.3 Courtyard seating/plaza area
- 3. Social and Human Capital
 - 3.1 Interactive info board
 - 3.2 Interactive art/mural
 - 3.3 Art
 - 3.4 Alley signage
 - 3.5 Vendor stalls
- 4. Environmental/Sustainability
 - 4.1 Green wall (with native plants)
 - 4.2 Green roof (for rainwater filtration)
 - 4.3 Rain garden (bioswale)
 - 4.4 Covered area
- 5. Utilities
 - 5.1 Consolidated garbage
 - 5.2 Hookups (electric/water)
- 6. Connectivity and Public Safety
 - 6.1 Lighting (string/ornate/other)
 - 6.2 Improve windows (facing alley)
 - 6.3 Emergency call boxes
 - 6.4 Crosswalk

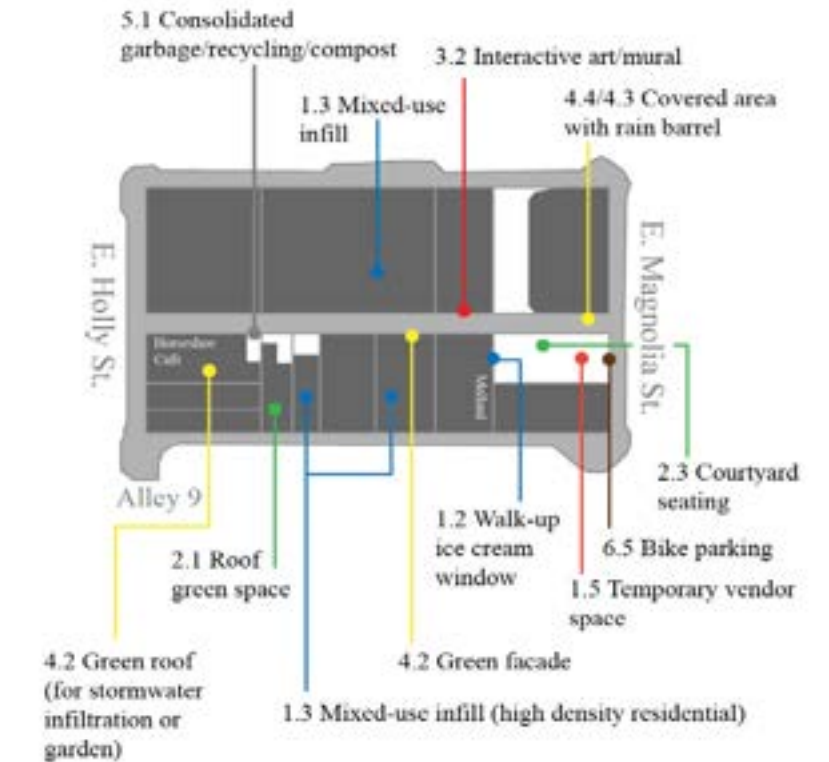


Figure 5.3.4: Revised conceptual ideation map for Alley 9

5.3 Alley 9. Elevation Sketches

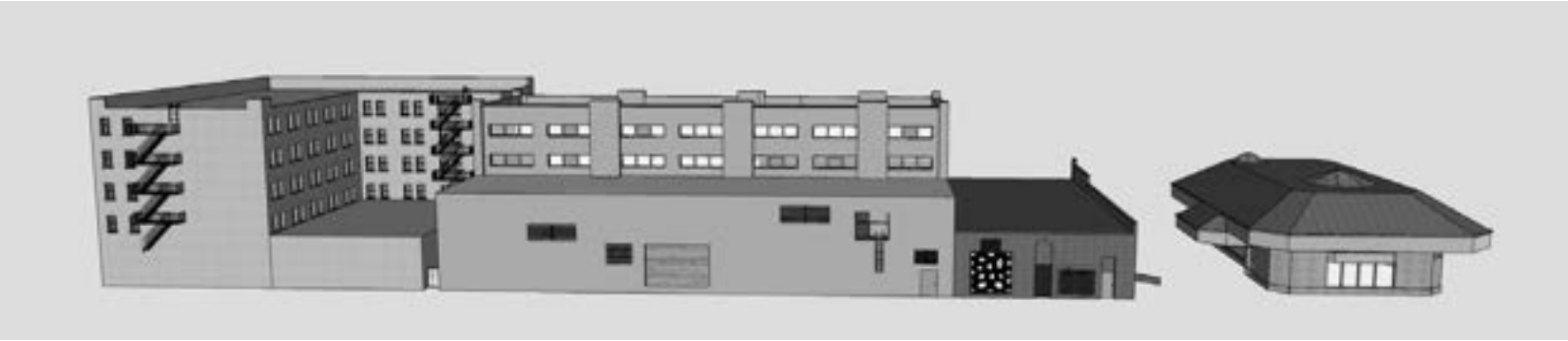


Figure 5.3.24 (top): Elevation sketch of downtown Alley 9 looking eastward towards Railroad Avenue.

Figure 5.3.25 (bottom): Elevation sketch of downtown Alley 9 looking westward towards Cornwall Avenue.

5.3 Alley 9. Entrance Perspectives



Figure 5.3.26: Perspective view of Alley 9 from the entrance on Holly Street.

5.3 Alley 9. Close-Up Perspectives of Concept Ideas



Figure 5.3.27: Perspective view of Alley 9 from the entrance on Magnolia Street.

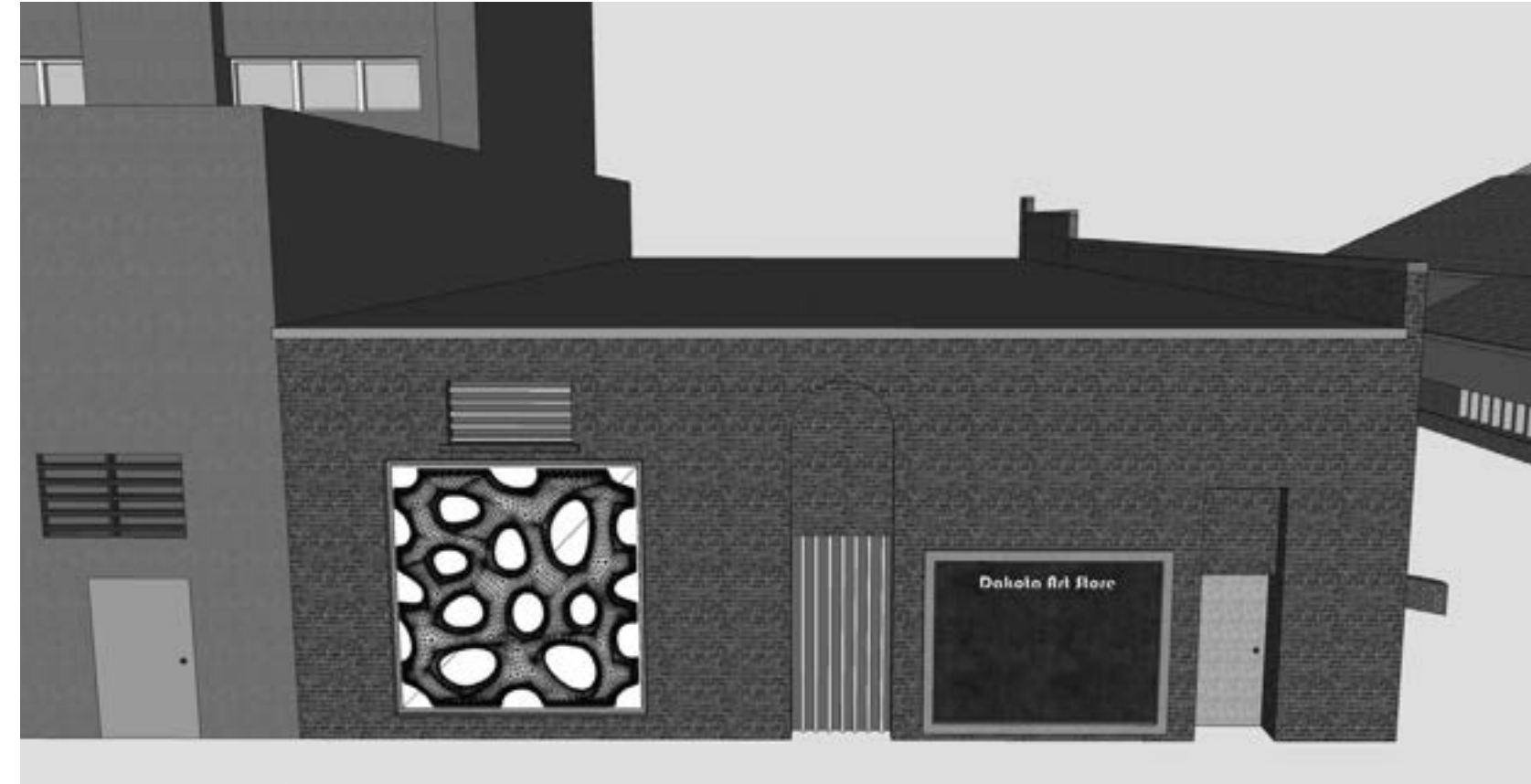


Figure 5.3.28: On parcel # 75068, currently occupied by Dakota Art Store, is a one-story brick building. Modifying the back wall of the building to include two art pieces, a mural and an interactive art piece, is recommended. Art used can be sourced locally and could even perhaps be additionally used as an advertisement for the art store itself. The interactive art piece creates opportunity for neighborhood residents to interact with the environment. It is suggested doing this by way of a chalkboard. Specific prompts can be made available, such as "What I Dream About..." or left open-ended. "Dakota Art Store" printed on the chalkboard can serve as advertisement for the store too. Potentially, a back door can be placed leading into the store prompting more interaction between the business and the alley.

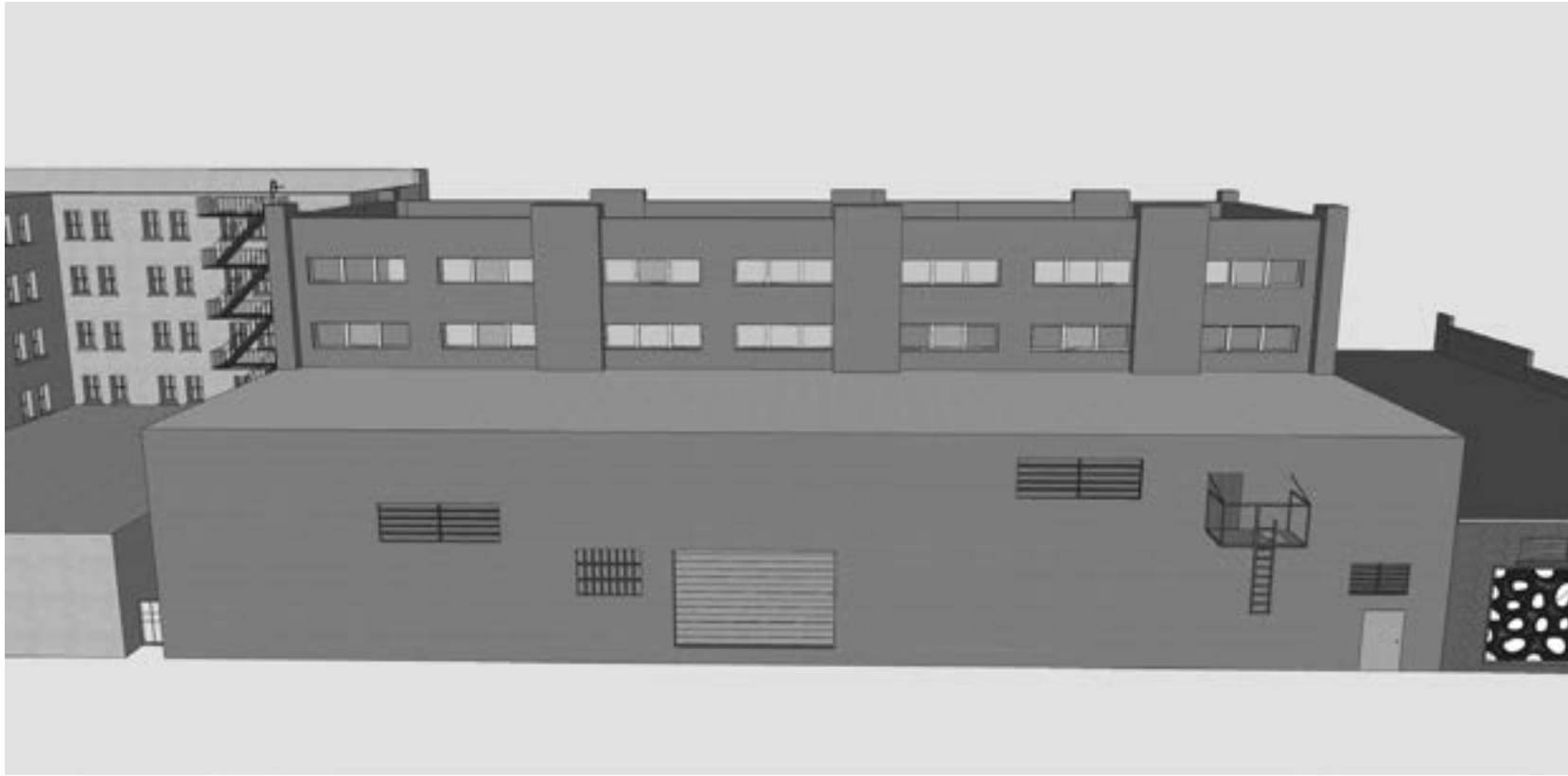


Figure 5.3.29: Parcel #75038 is currently occupied by a 2-story building, used for the back room operations of multiple small businesses. It is proposed to leave access to the back room for originally intended uses, while adding two additional stories of residential development on top of the existing building. The development would be set back from the alley so as to maintain the spaces' original character. Additional residential development would increase eyes on the alley that contributes a more social and safe environment in the neighborhood.

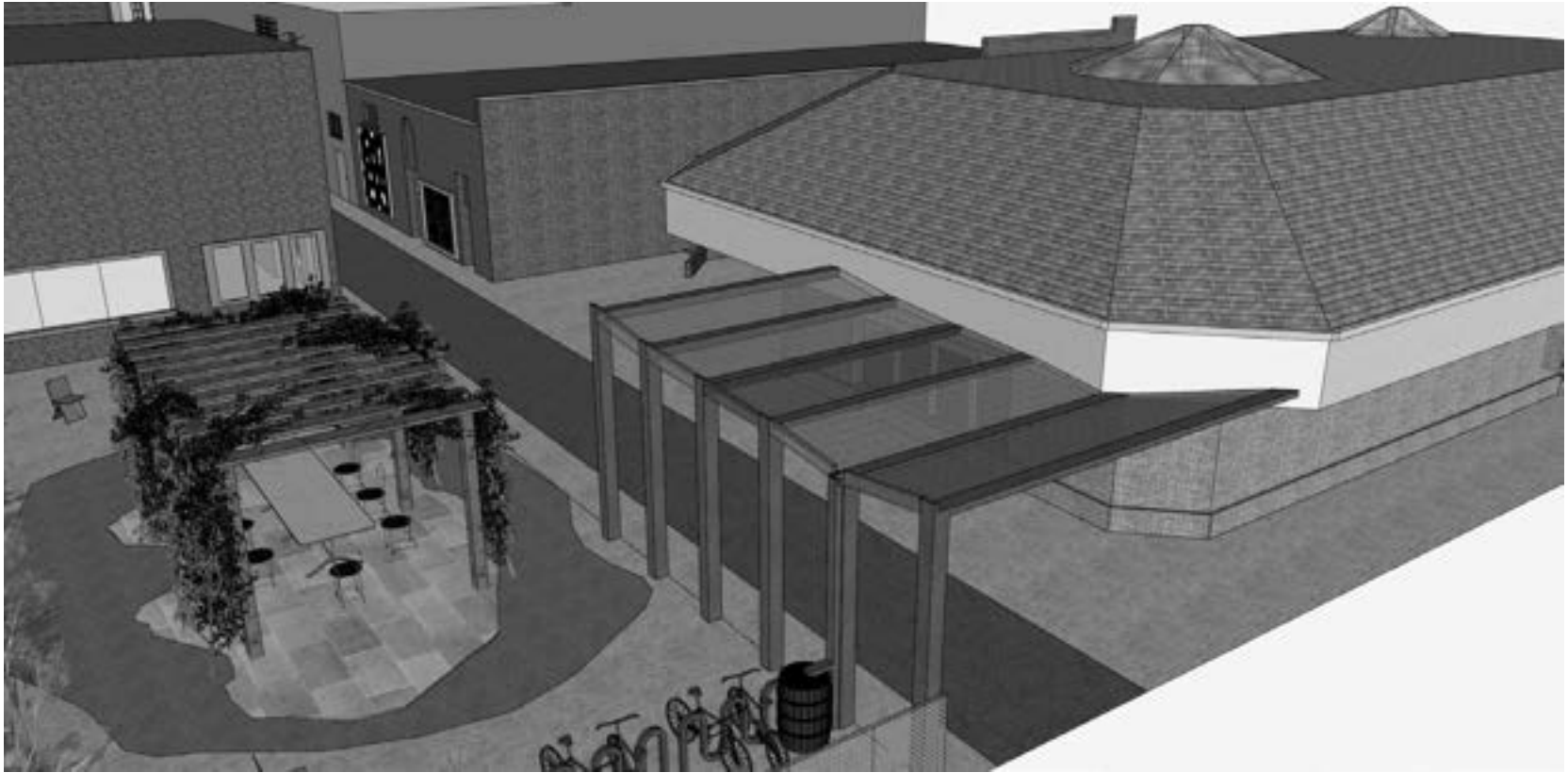


Figure 5.3.30: An oblique perspective that displays the interconnectedness of the suggested courtyard area and pergola covering at the entrance of alley 9.



Figure 5.3.31: The Alley 9 entrance from Magnolia Street is mundane and has no overhead cover. Building a wooden and multi-colored stained glass pergola provides imaginative overhead shelter from any inclement weather that simultaneously adds color and uniqueness too. The pergola can be angled in a way channels rain runoff down into a rain barrel or catchment device. Collected rainwater can be used for courtyard trees and vegetation adjacent to the pergola. The wall on the side of Mallard's Ice Cream, seen here in the background center, is currently a blank brick wall. To break up the solid wall and give it more life, this proposal suggests adding window frontage creating a walk-up ice cream window. General pedestrians would be able to order from Mallard's and then enjoy their ice cream from the comfort of the adjacent courtyard. The addition of windows would create more interaction between the commercial and green spaces.



Figure 5.3.32: A higher perspective that displays the interconnectedness of the suggested courtyard area and pergola covering at the entrance of alley 9.

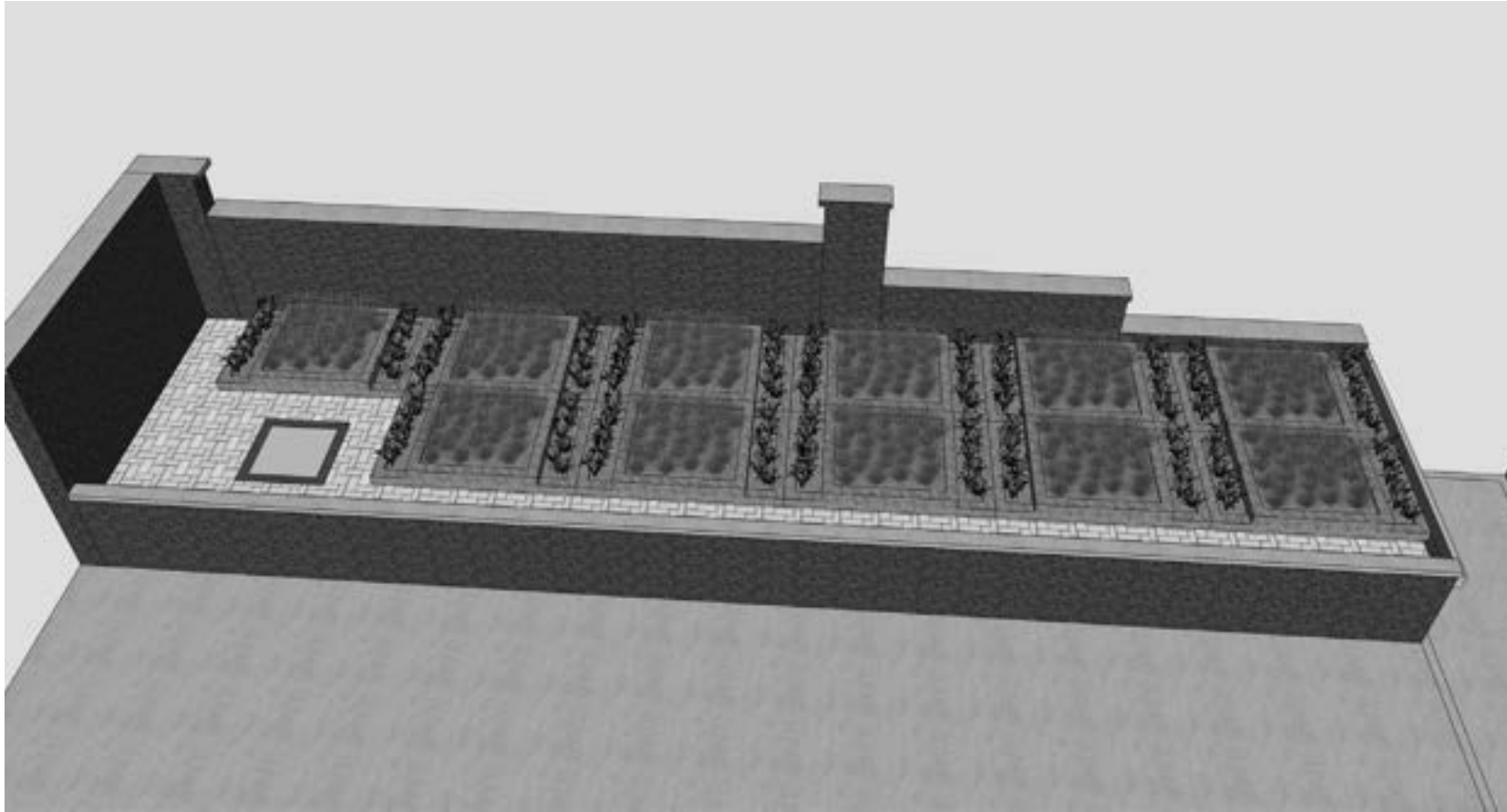


Figure 5.3.33: Parcel #75028 is occupied by Horseshoe Cafe and is a tall one-story brick building. Developing a green roof on top of the cafe can be purposed for either stormwater filtration or for gardening uses. The garden could also be a space to grow vegetables used by the Horseshoe Cafe kitchen, or by adjacent business Fiamma Burger. The vegetation would all be local species, and would also contribute to lowering the heat island effect in downtown.



Figure 5.3.34: This space next to Fiamma Burger is currently an unoccupied setback. This proposal recommends developing it into a consolidated garbage and recycling area, usable by multiple businesses throughout the alley. The space would have a wooden fence in front of it to create an aesthetically pleasing frontage to the alley, and it would be accessible only by business employees.



Figure 5.3.35: Parcel # 75056 is currently occupied by a single-story building, housing the Fiamma Burger restaurant. The proposal suggests creating a rooftop green space on top of the restaurant. This allows current intended use of the alley entrances (deliveries, storage, refrigeration, etc.) to remain usable, while creating space for outdoor dining. Combined with the outdoor seating, as well as, can be native plants and vegetation for a more aesthetic atmosphere. The rooftop area would be accessible by way of an interior staircase/elevator, which would require extensive construction and re-development of the indoor space.



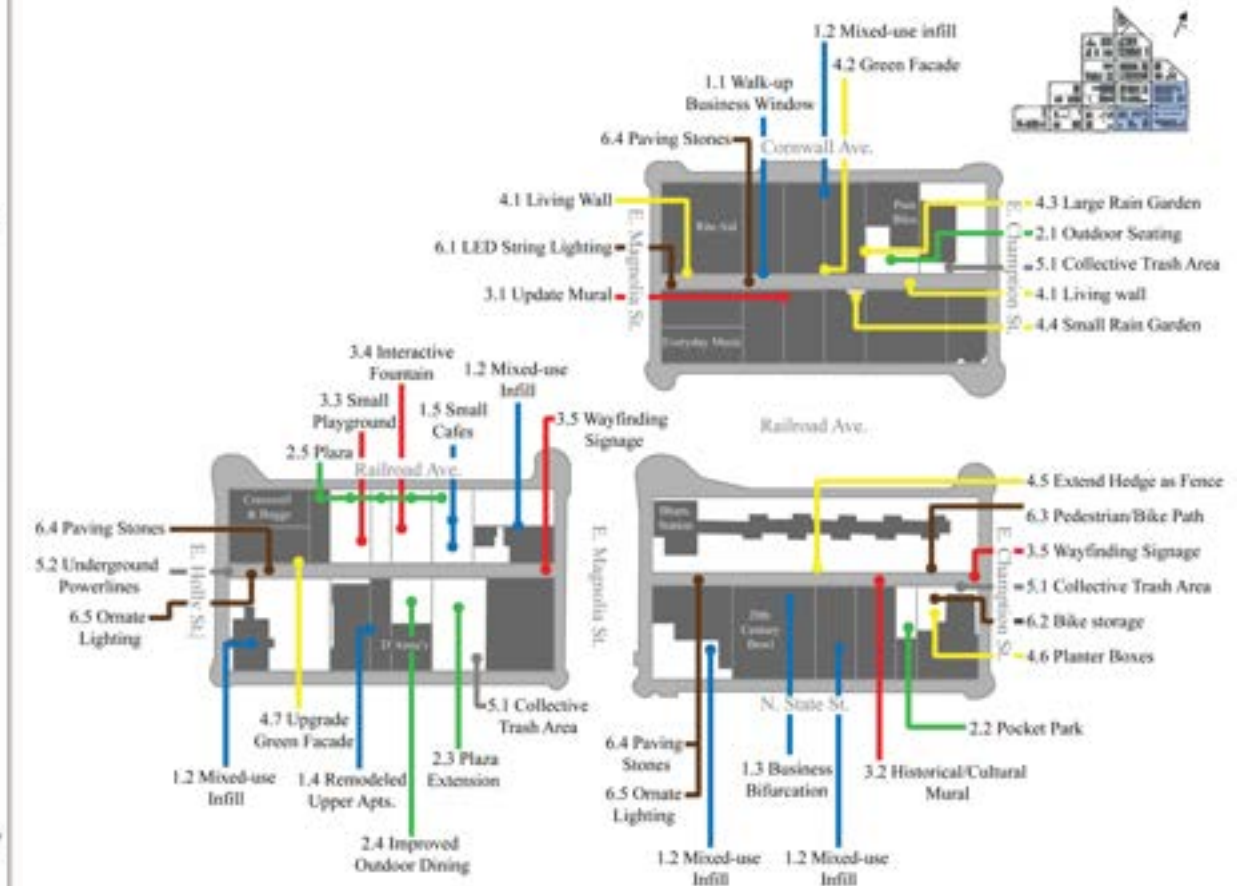
Figure 5.3.37: This proposal also suggests adding three stories of additional residential development on top of the existing buildings fronting Alley 9, to increase available housing units and put more eyes in view of the street to increase safety and use. Taller buildings would help define the alley space and give it more life.

5.4 Alleys 10-12 Revised Ideation Map



Figure 5.3.38: The space on Parcel #75171 is currently being used as parking for the neighboring Chase Bank. However, there's already plenty of available parking directly adjacent to Chase Bank. Therefore, this space is under-utilized and could be potentially re-developed into a courtyard, complete with covered outdoor seating, native vegetation, and bicycle parking. The chairs are movable so that the space could be temporarily converted into a vendor space, used for weekly markets or events when needed. The surrounding vegetation would be watered via collected rainwater from the nearby pergola with rain barrels.

- 1. Development Opportunities
 - 1.1 Walk-up Window
 - 1.2 Mixed-use Infill
 - 1.3 Business Bifurcation
 - 1.4 Remodeled Upper Apts.
 - 1.5 Small Cafes
- 2. Open Space/Parks/Plazas
 - 2.1 Outdoor Seating
 - 2.2 Pocket Park
 - 2.3 Plaza Extension
 - 2.4 Improved Outdoor Dining
 - 2.5 Plaza
- 3. Social and Human Capital
 - 3.1 Update Mural
 - 3.2 Historical/Cultural Mural
 - 3.3 Small Playground
 - 3.4 Interactive Fountain
 - 3.5 Wayfinding Signage
- 4. Environmental/Sustainability
 - 4.1 Living Wall
 - 4.2 Green Facade
 - 4.3 Large Rain Garden
 - 4.4 Small Rain Garden
 - 4.5 Extend Hedge as Fence
 - 4.6 Planter Boxes
 - 4.7 Upgrade Green Facade
- 5. Utilities
 - 5.1 Collective Trash Area
 - 5.2 Underground Powerlines
- 6. Connectivity and Public Safety
 - 6.1 LED String Lighting
 - 6.2 Bike Storage
 - 6.3 Pedestrian/Bike Path
 - 6.4 Paving stones
 - 6.5 Ornate Lighting



Alley 10

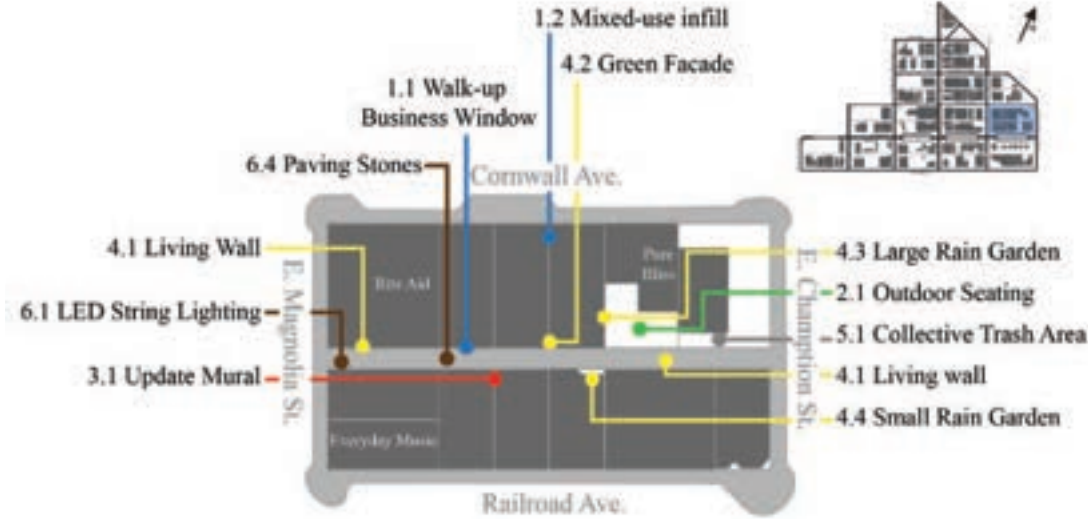


Figure 5.4.1: Revised alley 10 ideation map.



Figure 5.4.2: Elevation view of the Northwest side.



Figure 5.4.3: Elevation view of the Southeast side.



Figure 5.4.4: Southwest entrance of alley 10. This perspective view shows the absence of the dozens of small trash bins lining the alley currently, and you can see the consolidated trash area behind jiffy lube. The perspective also shows added lighting on the southeast side of the alley, and paving stone throughout the entire alley.



Figure 5.4.5: Northeast entrance of alley 10.
This perspective view shows added string lighting and a living wall.



Figure 5.4.6
This image depicts the covered outdoor seating behind pure bliss with water features lining the wall facing it.

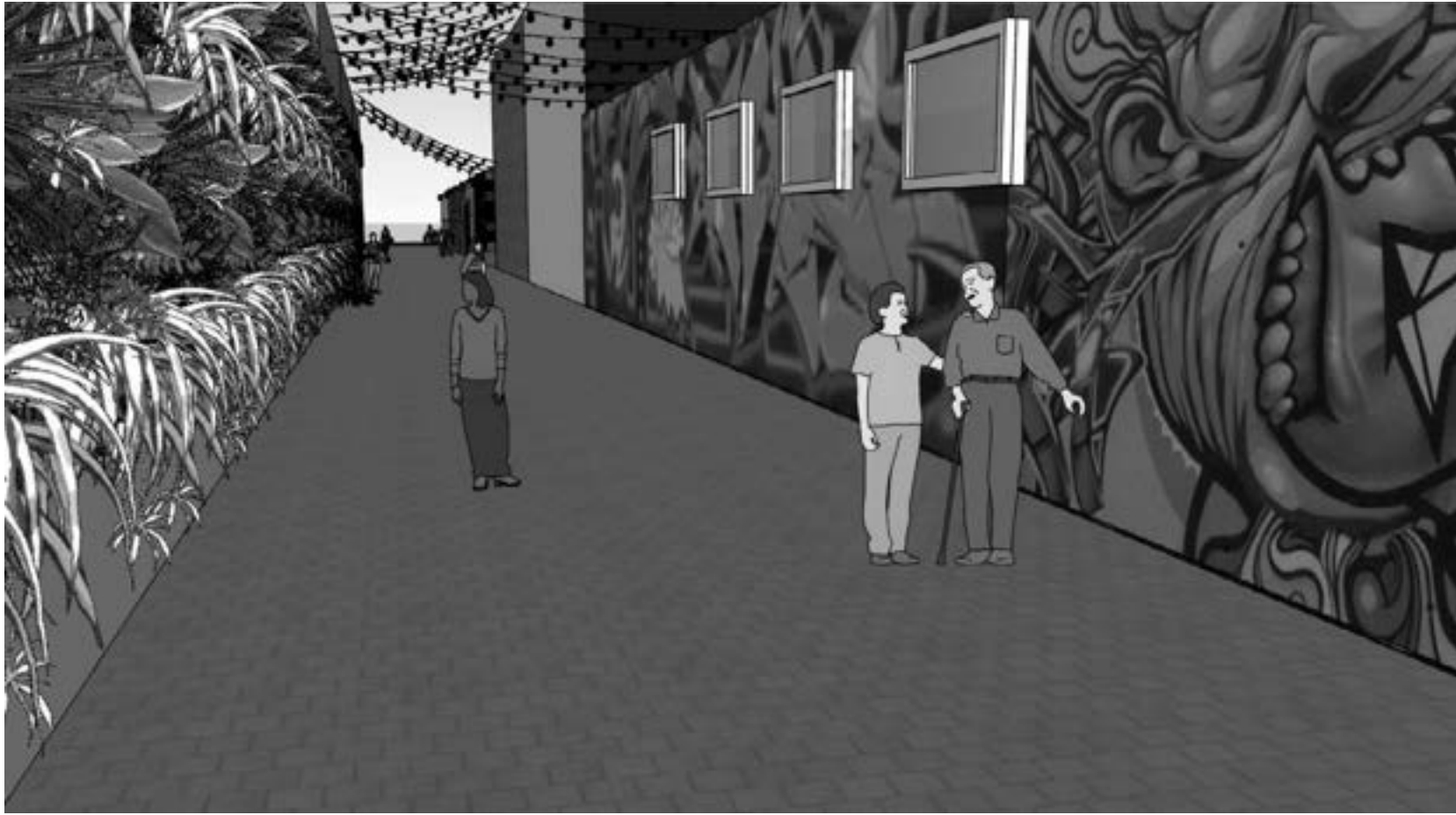


Figure 5.4.7
A close up of the living wall and updated murals.



Figure 5.4.8
This perspective view depicts more living walls and painted murals.



Figure 5.4.9
In the middle of alley 10 a green facade and Bellingham Bar and Grill walk-up window are added. You can also get a glimpse of the new windows of apartment units on the top floor.

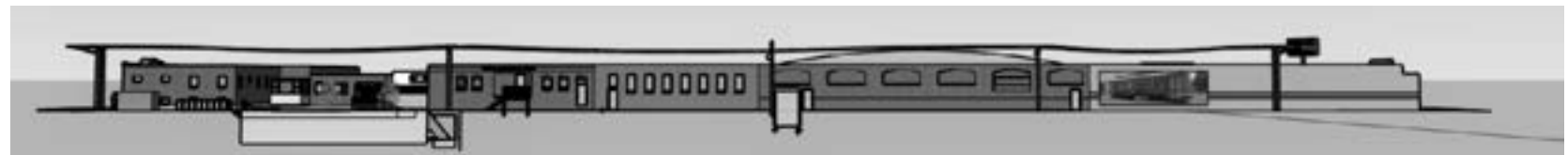
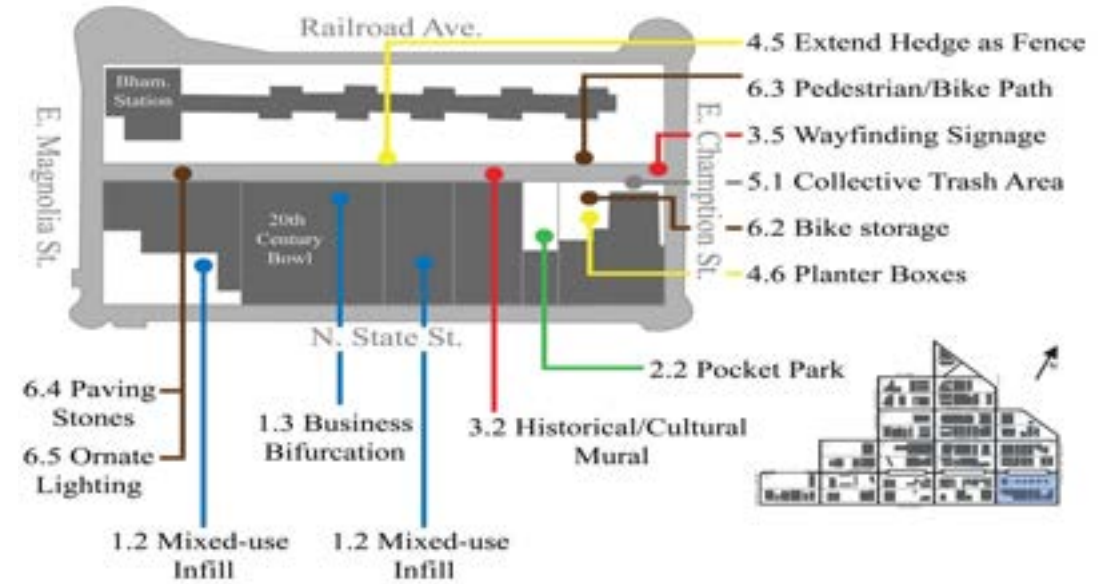


Figure 5.4.10: Revised alley 11 ideation map.
Figure 5.4.11: Elevation view of the Northwest side.



Figure 5.4.12: Elevation view of the Southeast side.

Figure 5.4.13: Northeast entrance of alley 11.

This perspective view shows a consolidated trash collection area and secure bike lockers on the left. Further down the alley there is a mural relating to Bellingham’s historic streetcar which occupies one wall of the new pocket park. Additionally, there is wayfinding signage to identify the bus station, bike parking, and the new park.



Figure 5.4.14: Southwest entrance of alley 11.

This perspective view shows another cultural heritage mural on the right which is complimented by the low hedge and bus station visibility on the left. Additionally, along the hedgerow there are new ornate lamp posts for aesthetic and safety purposes.



Figure 5.4.15
This is a perspective view of the new pocket park. This park has stairs on the right, terraced stone seating in the middle, and ADA compliant ramps on the right. At the bottom there are several tables, trees, and planter boxes to provide a welcoming space for transit users, office workers, or tourists.



Figure 5.4.16
This is an additional perspective view from the pocket parking looking toward the bus station. There is a crosswalk, ornate lighting, and a decorative arch to encourage alley use among transit users.

Alley 12

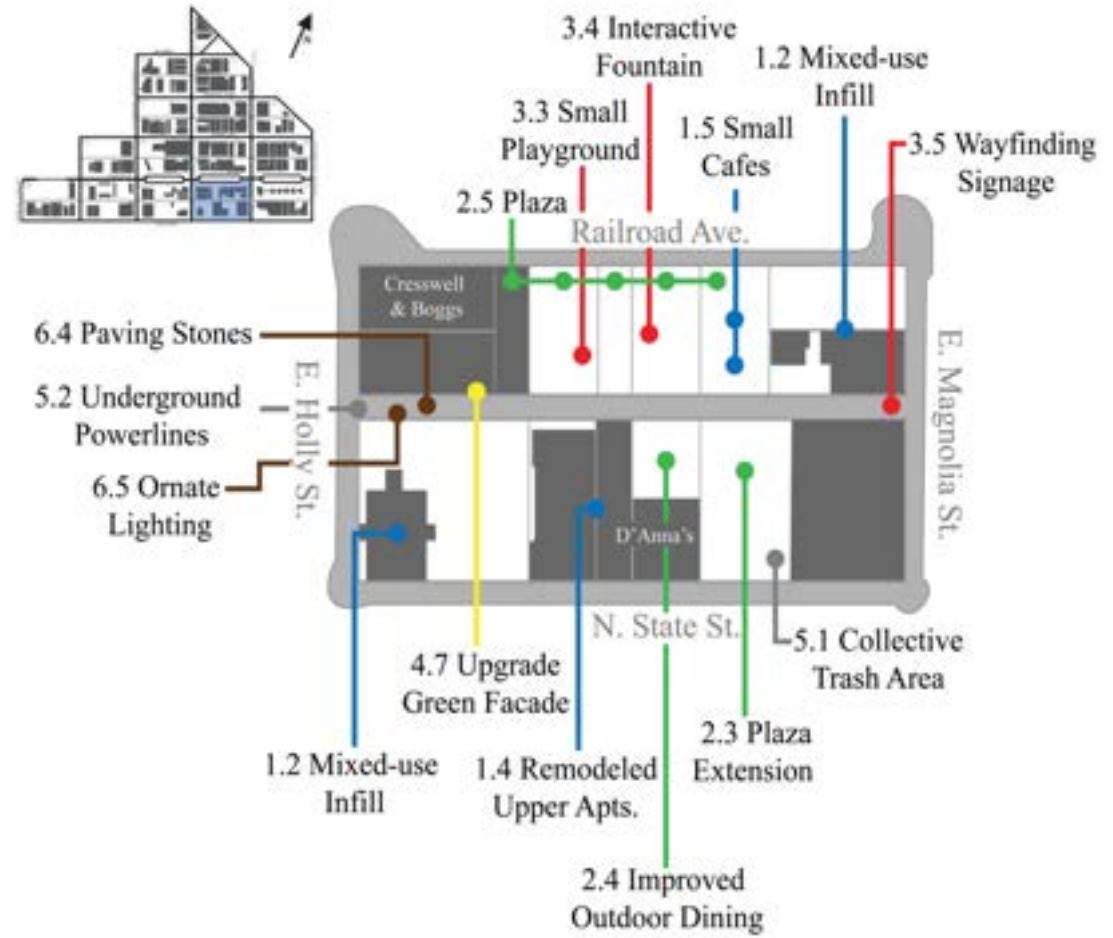


Figure 5.4.17: Revised alley 11 ideation map.

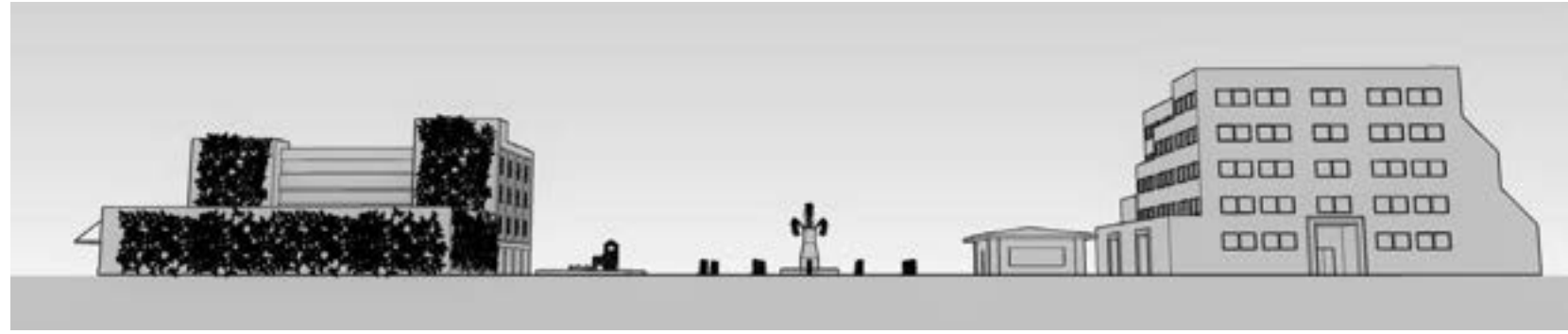


Figure 5.4.18: Elevation view of the Northwest side.



Figure 5.4.19: Elevation view of the Southeast side.



Figure 5.4.20
View of the plaza, reflecting strategy 2.3, and its central water feature described in strategy 3.4, from the perspective of the patio next to the plaza's walkup window snackbar from strategy 1.3.



Figure 5.4.21
A new mixed use building, as described in strategy 1.2, to the northeast of the plaza with public restrooms accessible through the 2 entryways highlighted in red.

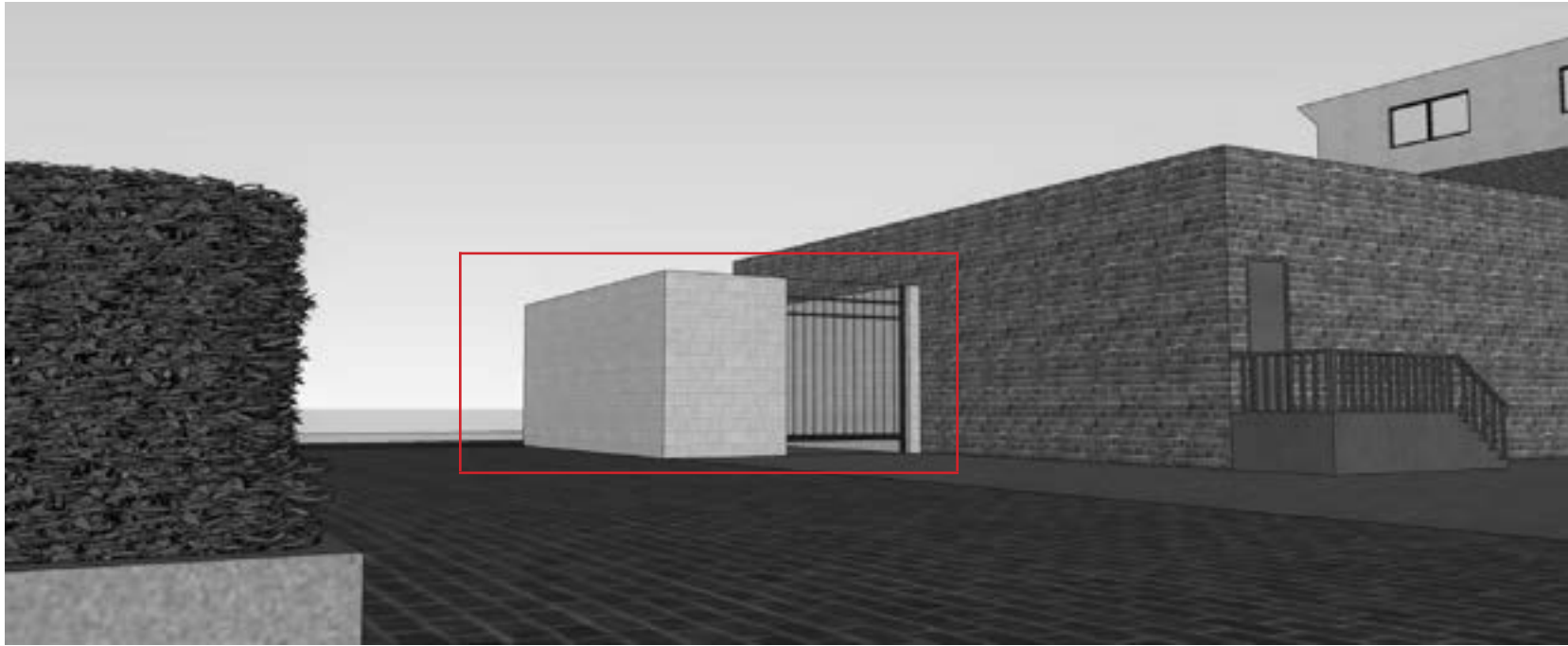


Figure 5.4.22: A consolidated garbage collection area for the whole block next to D'Anna's Cafe pursuant to strategy 5.1.

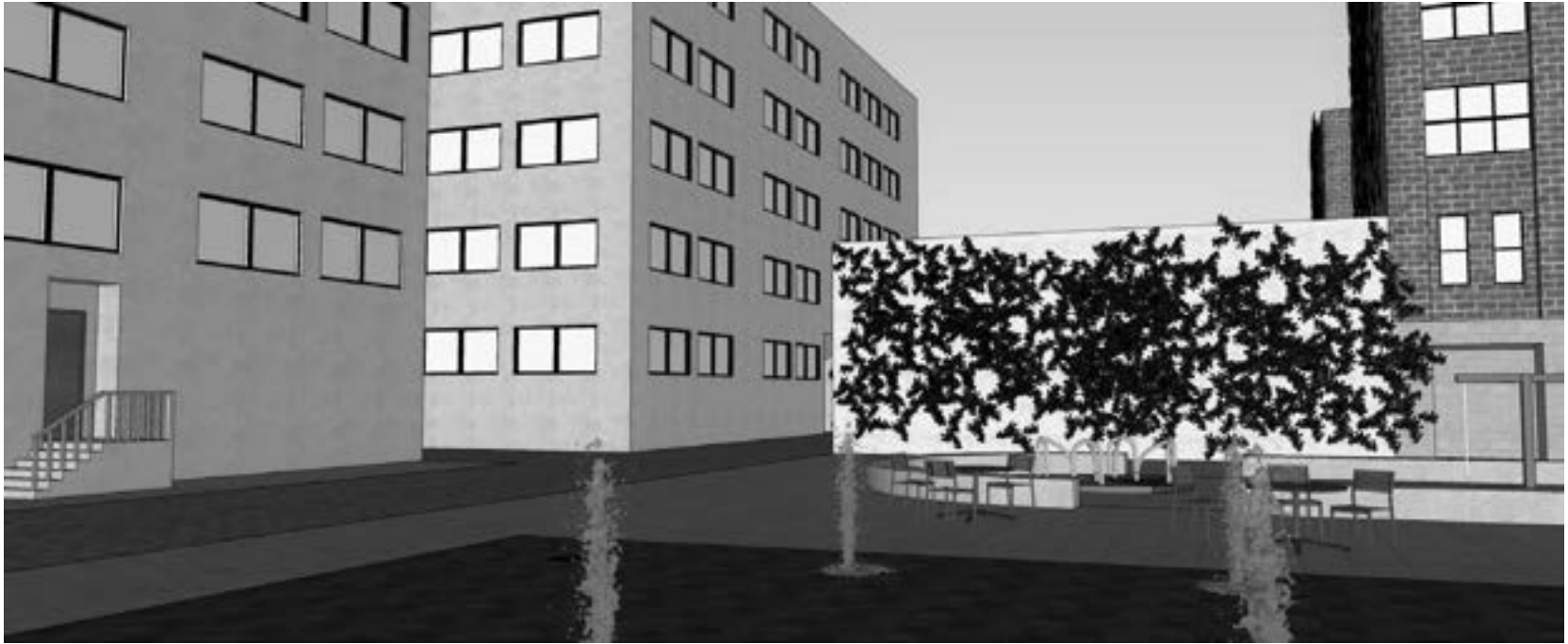


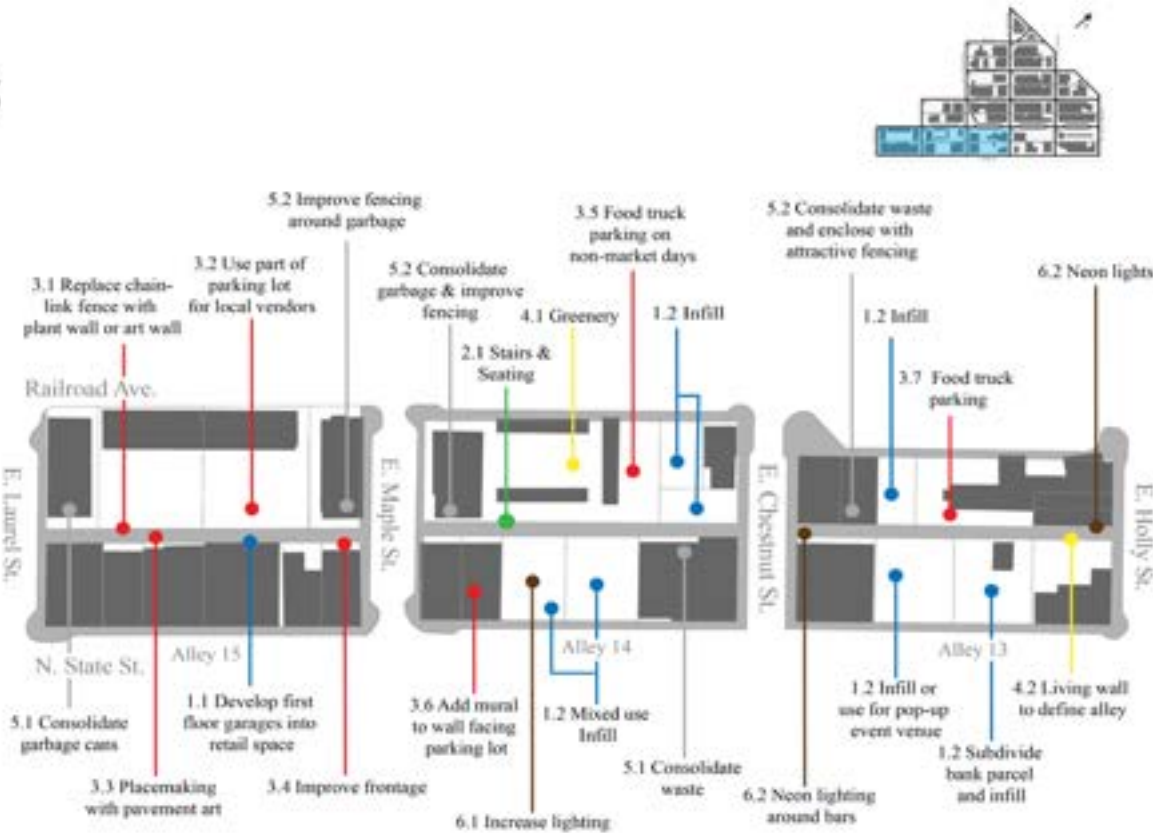
Figure 5.4.23: Southern corner with water features, vines, playground, and a mixed use infill building as described in strategies 3.4, 4.7, 3.3, and 1.2 respectively.

5.5: Alleys 13-15 Revised Conceptual Ideation Map

Alley 13

Alleys 13, 14, & 15

- 1. Development opportunities
 - 1.1 Repurpose garage
 - 1.2 Infill
- 2. Open space
 - 2.1 Farmer's Market stairs
- 3. Social and human capital
 - 3.1 Plant/art wall
 - 3.2 vendors row
 - 3.3 Pavement art
 - 3.4 Improve frontage
 - 3.5 Food truck parking
 - 3.6 Mural
 - 3.7 Food truck parking
- 4. Environmental/sustainability
 - 4.1 Greenery
 - 4.2 Living wall
- 5. Utilities
 - 5.1 Waste consolidation
 - 5.2 Improve garbage area
- 6. Public safety
 - 6.1 Lighting
 - 6.2 Neon



- 1. Development opportunities
 - 1.1 Repurpose garage
 - 1.2 Infill
- 2. Open space
 - 2.1 Farmer's Market Stairs
- 3. Social and human capital
 - 3.1 Plant/art wall
 - 3.2 Vendors row
 - 3.3 Pavement art
 - 3.4 Improve frontage
 - 3.5 Food truck parking
 - 3.6 Mural
- 4. Environmental/sustainability
 - 4.1 Greenery
 - 4.2 Living wall
- 5. Utilities
 - 5.1 Waste consolidation
 - 5.2 Improve garbage area
- 6. Public safety
 - 6.1 Lighting
 - 6.2 String lights

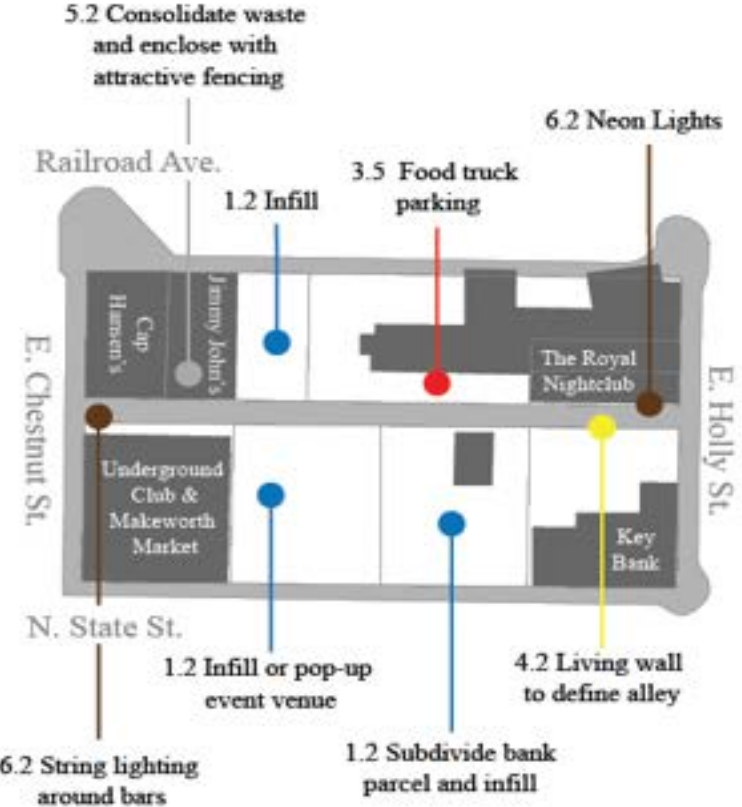


Figure 5.5.1: Revised conceptual ideation map, detailing future plans for each alleyway.

Figure 5.5.2: Revised conceptual ideation map for alley 13



Figure 5.5.3: Side cut view of the West side of alley 13.

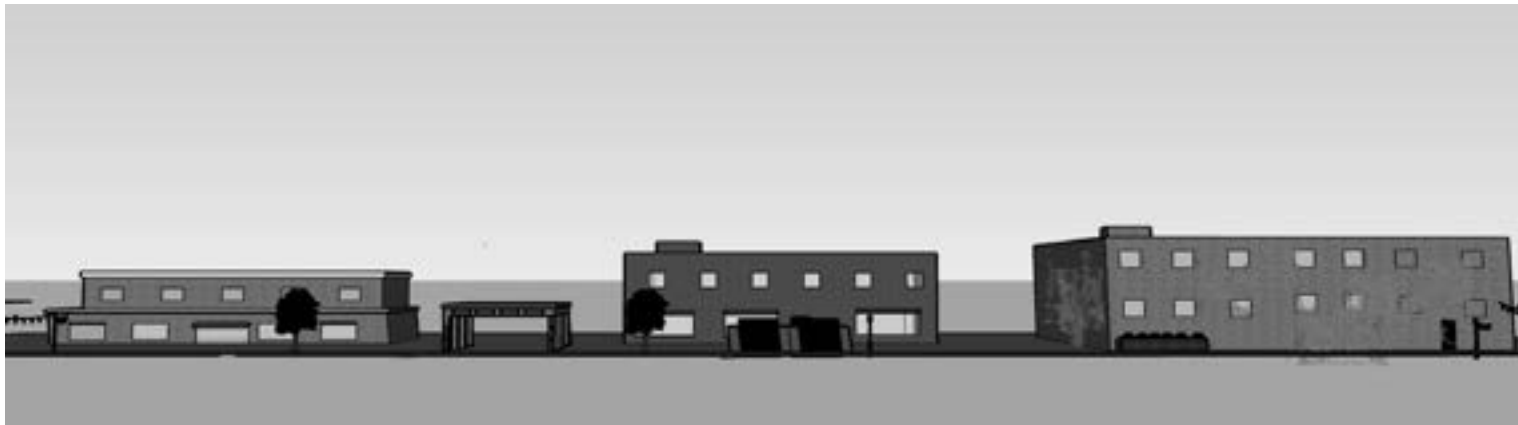


Figure 5.5.4: Side cut view of the East side of alley 13

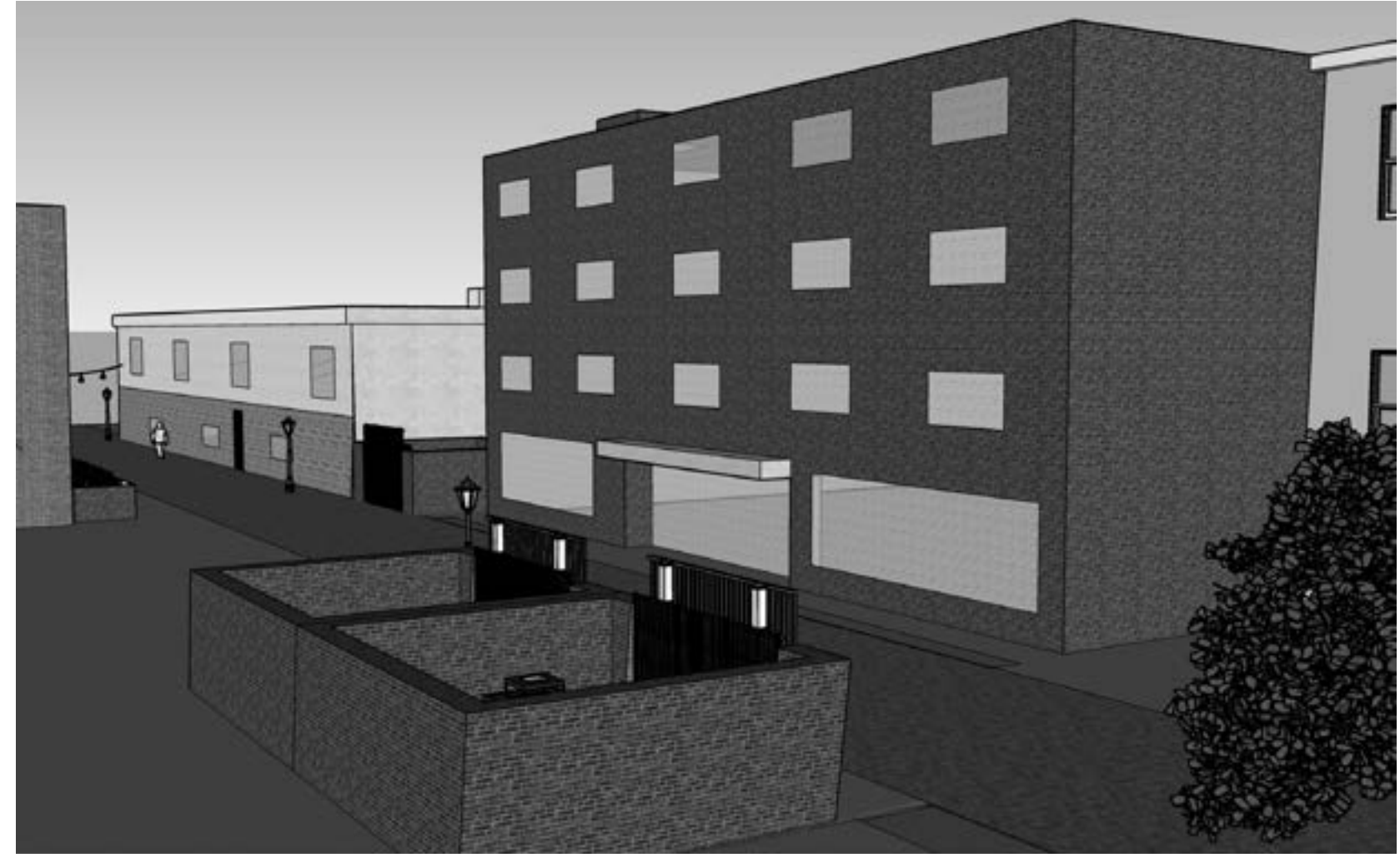


Figure 5.5.5: West facing perspective view of alley 13's proposed waste consolidation and infill in the place of parking lot



Figure 5.5.6: Perspective view of the proposed micro park in the place of parking spaces along alley 13.

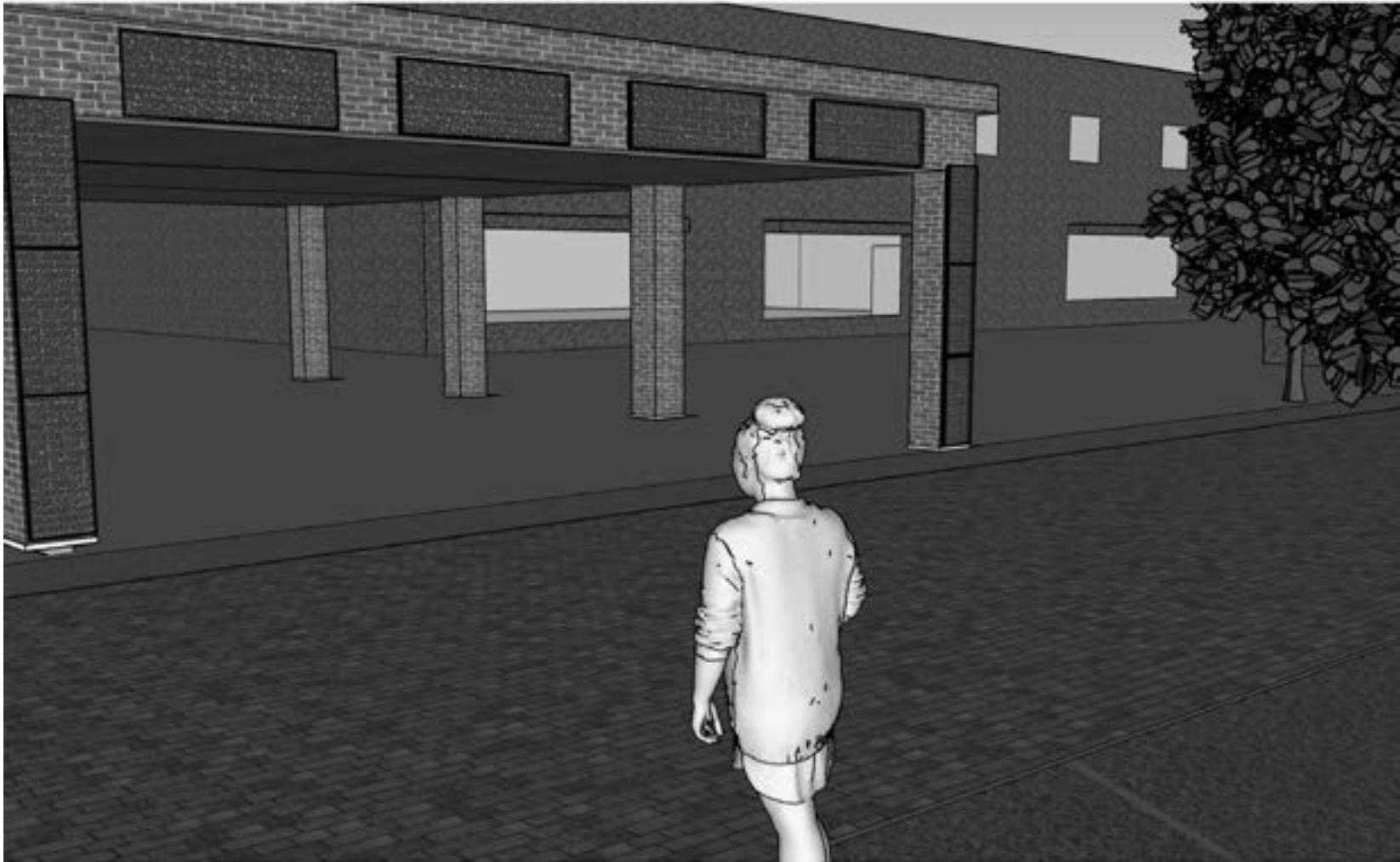


Figure 5.5.7: East facing perspective view of alley 13's proposed living wall along the Key Bank drive-thru banking, as well as the prospective infill in the place of additional parking.

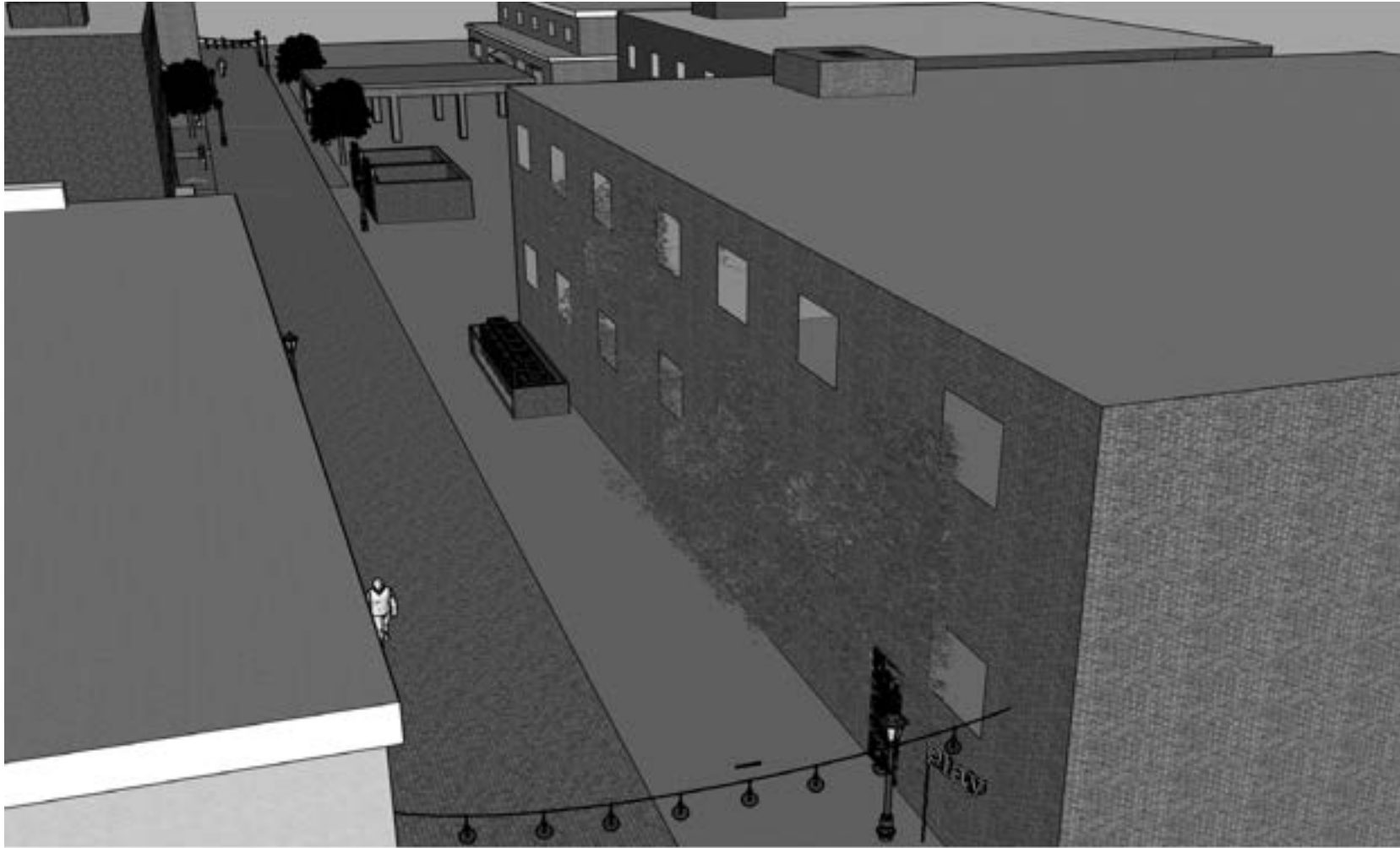


Figure 5.5.8: Bird's eye view perspective looking up alley 13 from the Underground night club, highlighting proposed attractive lighting.



Figure 5.5.9: Perspective view looking down alley 13 from The Royal Night Club, highlighting proposed attractive lighting.



Figure 5.5.10: Bird's eye view perspective looking down alley 13 from the Key Bank parking lot.

Alley 14

- 1. Development opportunities
 - 1.1 Repurpose garage
 - 1.2 Infill
- 2. Open space
 - 2.1 Farmer's Market Stairs
- 3. Social and human capital
 - 3.1 Plant/art wall
 - 3.2 Vendors row
 - 3.3 Pavement art
 - 3.4 Improve frontage
 - 3.5 Food truck parking
 - 3.6 Mural
- 4. Environmental/sustainability
 - 4.1 Greenery
 - 4.2 Living wall
- 5. Utilities
 - 5.1 Waste consolidation
 - 5.2 Improve garbage area
- 6. Public safety
 - 6.1 Lighting
 - 6.2 String lights

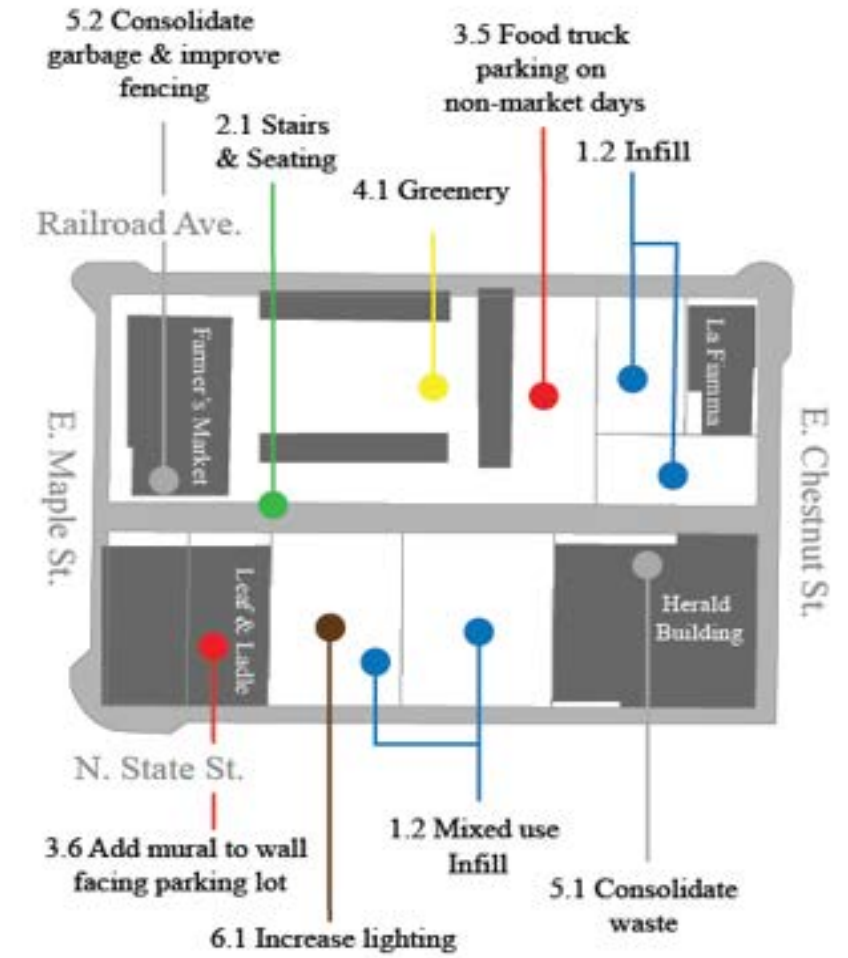


Figure 5.5.11: Revised conceptual ideation map for alley 14



Figure 5.5.12: Side cut view of the West side of alley 14.



Figure 5.5.13: View down alley 14 from the perspective of E Maple St.



Figure 5.5.14: View down aalley 14 from the perspective of E Chestnut St.



Figure 5.5.15: Perspective view of improved garbage enclosure near E Maple St.



Figure 5.5.16: View of development plan for Depot Market Square, showing food truck parking, outdoor furniture, and greenery.

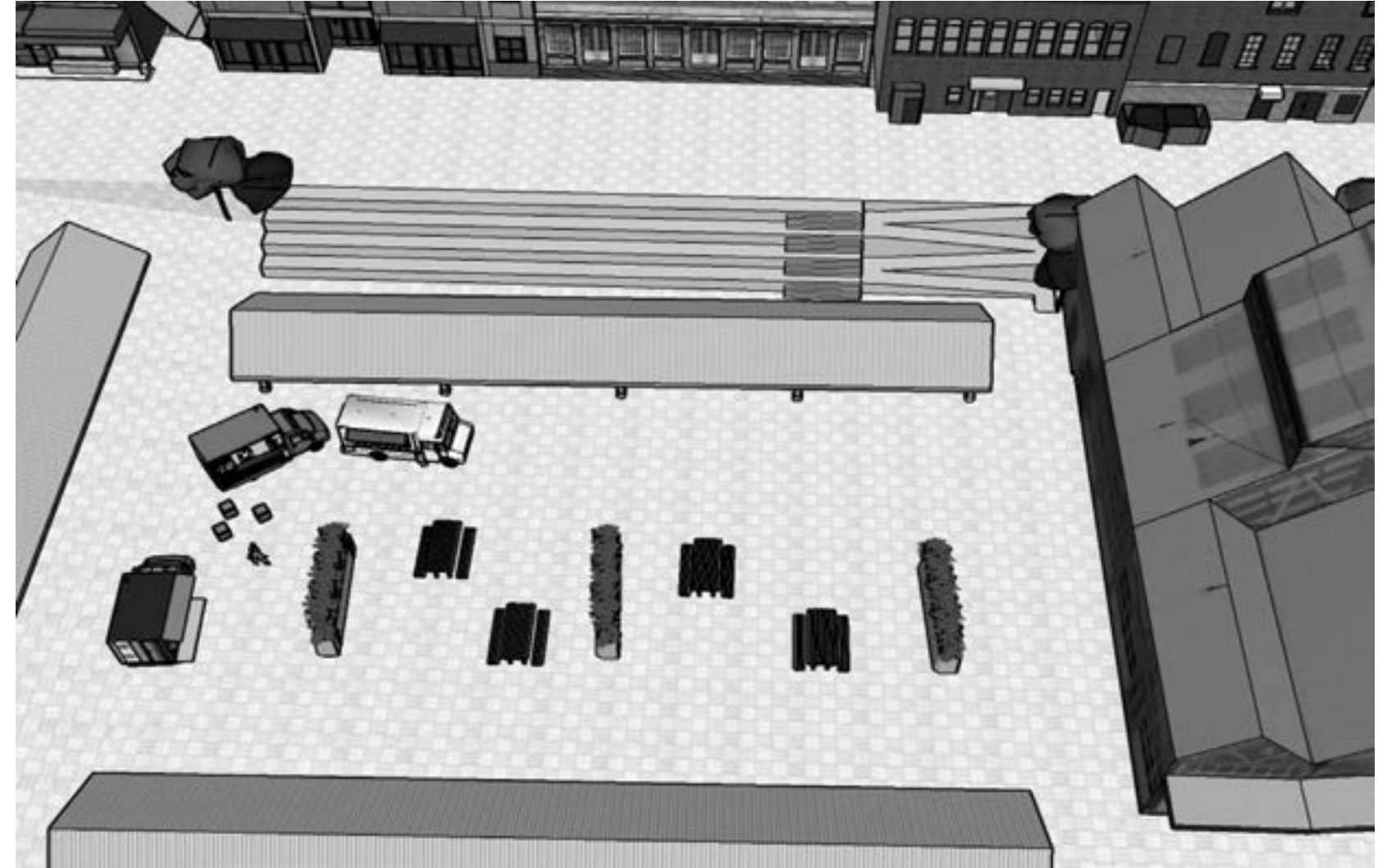


Figure 5.5.17: Birdseye view of Depot Market Square, highlighting large stairs sitting space, stairs up to alley, and ramp.

Part II: Implementation Strategies

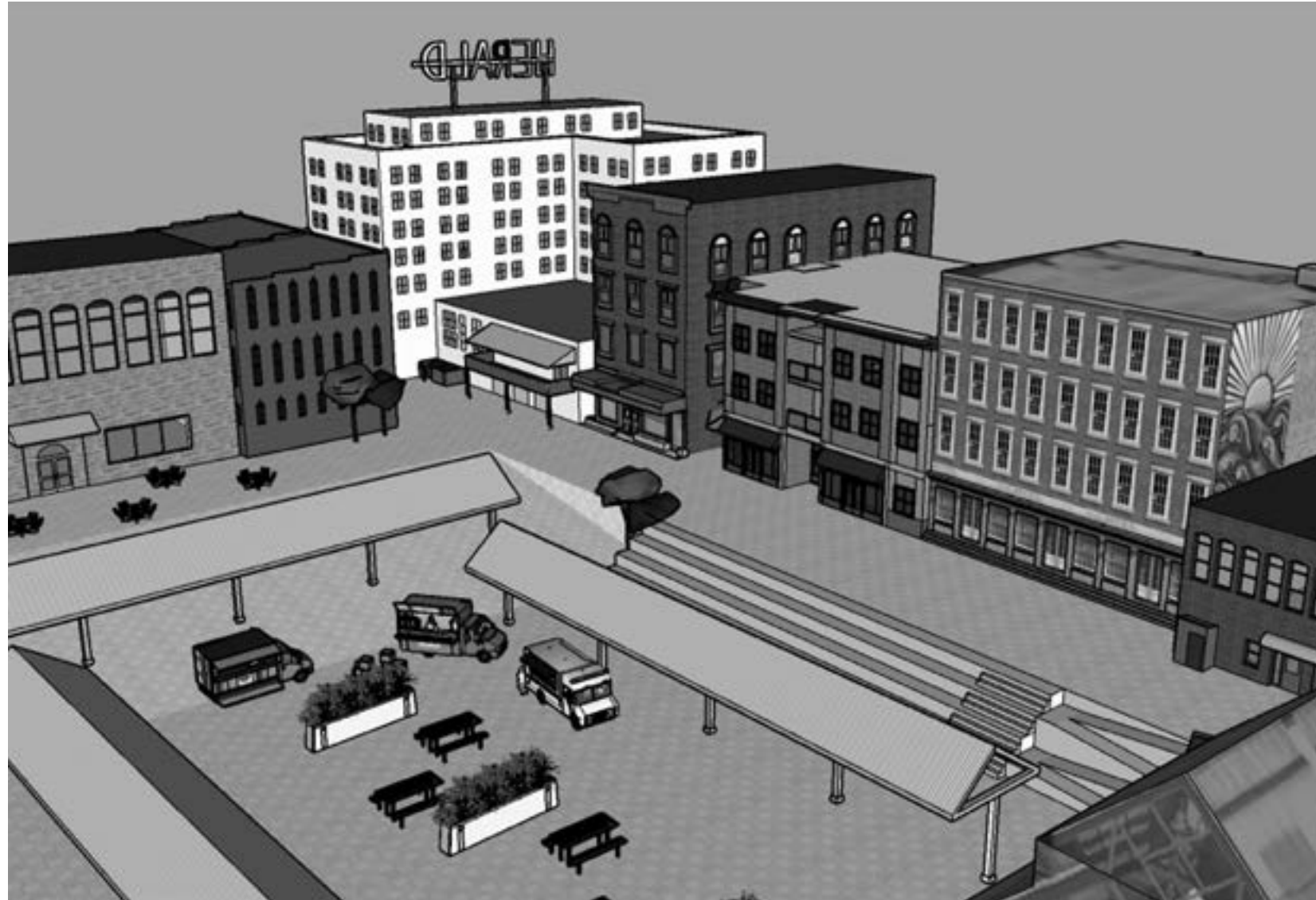


Figure 5.5.18: View of alley 14 showing the Herald building, Depot Market Square, infill, and existing developments.

Urban Transitions Studio

**Bellingham Alley Plan
Activation Strategies**

**Western Washington University
Urban Planning and Sustainable Development Program**

Bellingham, Washington