re-ACTIVATING DOWNTOWN ALLEYS
Bellingham, Washington

Winter, Spring 2021
Urban Planning Studio
Huxley College of the Environment
Western Washington University
Part I: Conceptual Plan

“The best way to predict the future is to design it”

Buckminister Fuller

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AN URBAN TRANSITIONS STUDIO PROJECT

Reactivating Downtown Alleys

Activation Strategies

Bellingham, Washington

Planning Studio II and II Winter and Spring 2021

Western College of the Environment

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Bellingham, Washington 98225 USA

Winter and Spring, 2021

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“Downtown Study Area.”

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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 resilience, 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 City of Bellingham and downtown business interests to foster continued social and economic revival, the Bellingham and downtown business interests to foster continued social and economic revival, the

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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 size 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 create 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, complement the historic adjacent building or mimic historic features in new building design.

Policy 1.1.4 Maximize setbacks on alleys to promote consistent “frontage”.

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

Policy 1.1.6 Redevelopment capacity and the opportunities for urban infill

Policy 1.1.7 Potential for business expansion

Policy 1.1.8 Adaptive reuse of underutilized sites

Policy 1.1.9 Mixed use activities promoting public safety and economic vitality

Policy 1.1.10 Promotion of architectural, urban character, and historic properties assets

Policy 1.1.11 Maximization of alley rights of way for public use and increased social capital.

Policy 1.1.12 Opportunities for creating public plazas and other public spaces.

Policy 1.1.13 Private and public sharing of alley spaces

Policy 1.1.14 Improvements for non-vehicular accessibility and connections

Policy 1.1.15 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

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 alleys 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 conduits) 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 the redevelopment.

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

Policy 2.1.5 Revise criteria for historical buildings set by the Bellingham Historical Society, guaranteeing their protection by city planning authorities.

Policy 2.1.6 Historic features of downtown Bellingham are integrated into future development to maintain the city’s link with its past.

Policy 2.1.7 Without compromising safety, preserve historic features of downtown’s past that contribute to the character of Bellingham’s past, like railroad tracks, brick streets, and any other planned feature that shows the city’s history.
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 requiring the maintenance of alleys and coordination of activities.

Policy 3.2.4
Promote alleys as distinct commercial, historic, and cultural destinations.

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
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 4.1.5
Encourage consistent lighting throughout downtown alleys, utilizing string lighting already in place, low lighting, and non-streetlights to differentiate alleyways from main streets, and provide safety.

Policy 4.1.6
Ensure consistent lighting throughout downtown alleys, utilizing string lighting already in place, low lighting, and non-streetlights 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 organizations, artists, 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 5.1.6
Support the needs of existing residents and businesses owners in the downtown core.

Policy 6.1.1
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 art, with emphasis on affordable housing, to have a more general public presence in the downtown core area.

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
Improve recommendations 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 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 disenchanted 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 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 architecturally 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 shifting 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 alleyways.

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 alleyways should have proper drainage, with no impervious surface locations.

Policy 8.1.3 At the entrances to alleyways, add bioswale curbs where appropriate.

Goal 8.2 Downtown heat island reducing measures exist within our downtown alleyways.

Policy 8.2.1 Incentivize the installation of green roofs on buildings adjacent to alleyways.

Policy 8.2.2 Install sowings and coverings to provide shade and protection from rain in alleyways.

Policy 8.2.3 Incentivize the installation of light-colored solar reflective roofing on buildings adjacent to alleyways.

Goal 8.3 Natural resources are utilized to harvest energy in downtown alleyways.

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 alleyways.

Policy 8.3.3 Install lighting fixtures in alleyways that are charged with solar panels.

Policy 8.3.4 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 number 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.

Policy 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 alleyways.

9.0: PEDESTRIAN AND BICYCLE CONNECTIVITY

Goal 9.1 Downtown alleys are targeted corridors serving as bicycle or pedestrian connections.

Policy 9.1.1 Timelines and support potted, 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 alleys.

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 alleys and support businesses adjacent to alleys.” (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

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

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

Policy 12.1.1
Access for utility/delivery/emergency vehicles is unobstructed 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 assures proper connectivity so that fire apparatus access roads are within reach (150ft) of all sides of the buildings.

Policy 13.1.1
Alleys assure proper connectivity so that fire apparatus access roads are within reach (150ft) of all sides of the buildings.

Policy 13.1.2
“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

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<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
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<tr>
<td><strong>Weather</strong></td>
<td>• Mild sun</td>
<td>• Rain around 365 days of the year</td>
<td>• Heat lamps (temperature)</td>
<td>• Climate Change</td>
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<tr>
<td></td>
<td>• Above 90°F every few years</td>
<td>• Storm lights (solar exposure)</td>
<td>• Increased precipitation</td>
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<td></td>
<td>• Daily temperatures rarely go below freezing</td>
<td>• Canopys and awnings (rain)</td>
<td>• Increased cloud cover</td>
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<td></td>
<td>• Average wind speeds are generally calm throughout the year</td>
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<td>• Increasing development</td>
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<td></td>
<td>• It snows an average of 1.8 days/year</td>
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<td>and added stories decreases sun exposure in alleys</td>
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<td></td>
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<td>• Sunny only 40% of the year</td>
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<td><strong>Permeable Pavement</strong></td>
<td>• Permeable pavement exists in some areas downtown, can be easily expanded through various development efforts</td>
<td>• Alleyways currently consist of broken or impervious pavement.</td>
<td>• Cheaper than regular asphalt</td>
<td>• Maintenance cost associated</td>
</tr>
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<td></td>
<td>• Many alleys need repaving</td>
<td>• No evidence of current permeable pavement in alleys</td>
<td>• Reduces the rate and quantity of stormwater runoff</td>
<td>• Road closure during construction could be hindrance for businesses who use alleys for various uses</td>
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<td></td>
<td>• Recharges the groundwater</td>
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<td></td>
<td>• Filters silt and other debris</td>
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<tr>
<td><strong>Rain Gardens</strong></td>
<td>• Flexible implementation</td>
<td>• No rain gardens in alleyways currently</td>
<td>• Stormwater runoff mitigation and filtration</td>
<td>• Space constraints</td>
</tr>
<tr>
<td></td>
<td>• Improve local ecology</td>
<td></td>
<td>• Incorporation into art pieces</td>
<td>• Maintenance requirements</td>
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<tr>
<td><strong>Green Art</strong></td>
<td>• Alleys receive a lot of wind</td>
<td>• Curtain designs are only functional certain times/day of the year</td>
<td>• Costly</td>
<td></td>
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<td></td>
<td>• Region receives frequent, low intensity rain</td>
<td>• Wind activated sculptures</td>
<td>• Space constraints</td>
<td></td>
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<td></td>
<td>• Some green art already exists downtown</td>
<td>• Rainwater recycling installations</td>
<td>• Maintenance requirements</td>
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<td></td>
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<td>• Certain designs are only functional certain times/day of the year</td>
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<td></td>
<td></td>
<td>• Wind activated sculptures</td>
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<td></td>
<td>• Rainwater recycling installations</td>
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<td></td>
<td></td>
<td>• These installations add to the aesthetics of alleyways; create educational opportunities and foster a deeper connection to nature</td>
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<tr>
<td><strong>Green Alleys</strong></td>
<td>• Psychological + aesthetic benefits</td>
<td>• Needs more research for stormwater benefits</td>
<td>• Cost:</td>
<td></td>
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<td></td>
<td>• Adds identity to a building</td>
<td>• Limited amount of solar exposure in some alley</td>
<td>• Maintenance</td>
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<td></td>
<td>• Simple to implement vertical greening in a variety of locations with space restraints</td>
<td>• Filters toxins and can improve air quality</td>
<td>• Debris</td>
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<td>• Vertical greening helps with noise reduction</td>
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<td>• Art and education</td>
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<td>Commercial Concentration</td>
<td>• Provides open space within these parking lots adjacent to the alleys along with certain density of buildings (mixed-use) commercial on ground floor and mixed-use residential offices above that is already required</td>
<td>• Having a centralized concentration of commercial lots within downtown leads to the outskirts (mostly residential), not being able to be within walking distance</td>
<td>• With this many stores and restaurants, there will be plenty to attract and sustain already influx of consumer, ultimately boosting business</td>
<td>• Infill development is limited in the northeastern part of town because of physical and landscape barriers, ex. vicinity to train tracks, Chestnut Street, Brown Field between Holly and Chestnut</td>
</tr>
<tr>
<td>Occupations</td>
<td>• Job growth for professional jobs are increasing - faith life</td>
<td>• A polarization in jobs, there are people making more money in which they adjust the income, not everyone is increasing</td>
<td>• There could be workshops or classes available for those looking to develop more professional skills to offset any polarization</td>
<td>N/A</td>
</tr>
<tr>
<td>% of Income for Gross Rent</td>
<td>• N/A</td>
<td>• Bellington has the highest percentage between the three areas (WA, Whatcom and Bellington) of renters paying 30% or more of their income on rent This does not follow the comm plan goal of “GOAL, 1/2 - 2”</td>
<td>• 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</td>
<td>N/A</td>
</tr>
<tr>
<td>Vacancy</td>
<td>• Low vacancy rate shows good local economy or desirable neighborhoods</td>
<td>• Greater demand on rental units can raise the rental rates</td>
<td>• Greater demand for multifamily housing opens doors for new housing/infill ideas</td>
<td>• Greater demand on rental units that raise rental rates will increase overall renters paying 30% or more</td>
</tr>
<tr>
<td>Transportation</td>
<td>Formal Pedestrian</td>
<td>• The urban core has ample sidewalk widths.</td>
<td>• The outlaying areas of downtown lack sidewalks or ample sidewalk widths.</td>
<td>Expand sidewalk widths. Mark or remark sidewalk crossings that require it</td>
</tr>
<tr>
<td></td>
<td>Bike / Multi Modal</td>
<td>• There is ample bike parking in the urban core</td>
<td>• Many arterial and side streets have bike lanes or bike infrastructure</td>
<td>• The majority of bike racks in the urban core are insecure and prone to bike theft</td>
</tr>
<tr>
<td></td>
<td>Public Transit</td>
<td>• Interconnectivity of bus routes assures ease of travel</td>
<td>• Public transit is accessible to all demographics</td>
<td>• Many bus stops provide seating and shelter from weather conditions</td>
</tr>
<tr>
<td></td>
<td>Automobile</td>
<td>• The COR highlights the need to reduce auto dependence in their CP and DP, and increase the use of SOV multimodal transit (bikes, scooters, etc.)</td>
<td>• Current downtown parking supply can support growth until 2036</td>
<td>• Many Bellingham residents still commute downtown using automobiles. This creates many problems like increased carbon footprint and increased accidents</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Informal Pedestrian</td>
<td>• Alleyways in downtown are consistent and connected, following the core block pattern</td>
<td>• The alleyway is informal pedestrian thoroughfare, so there are no formal street crossings going into or coming out of them</td>
<td>• Potential for future development of stores, restaurants, courtyards, or open plazas along newly developed alleyways</td>
<td>• Loss of parking • Lack of funding for alley development / revitalization • Displacement of homeless persons</td>
</tr>
<tr>
<td>Bike / Multi Modal</td>
<td>• There is ample bike parking in the urban core</td>
<td>• Many arterial and side streets have bike lanes or bike infrastructure</td>
<td>• The majority of bike racks in the urban core are insecure and prone to bike theft</td>
<td>• The bike infrastructure network is fragmented; some streets are dangerous for bikes</td>
</tr>
<tr>
<td>Public Transit</td>
<td>• Interconnectivity of bus routes assures ease of travel</td>
<td>• Public transit is accessible to all demographics</td>
<td>• Many bus stops provide seating and shelter from weather conditions</td>
<td>• Some pedestrians are unable to use public transit because the routes are too far from their residence</td>
</tr>
<tr>
<td>Automobile</td>
<td>• The COR highlights the need to reduce auto dependence in their CP and DP, and increase the use of SOV multimodal transit (bikes, scooters, etc.)</td>
<td>• Current downtown parking supply can support growth until 2036</td>
<td>• Many Bellingham residents still commute downtown using automobiles. This creates many problems like increased carbon footprint and increased accidents</td>
<td>• Downtown streets are dominated by automobile infrastructure</td>
</tr>
</tbody>
</table>

| Cost of improvements and maintenance | • If public transit issues aren’t solved, auto dependence will increase | • Cost of improvements and maintenance | • If public transit issues aren’t solved, auto dependence will increase | • Cost of improvements and maintenance |
Murals and Setbacks

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Society &amp; Culture</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Murals and Art Wall</td>
<td>Variety of art styles, including murals and artwork that can be used to advertise local businesses and events in the alley</td>
<td>Accessibility for pedestrians and motorists alike</td>
<td>Provide opportunities for local artists to showcase their work</td>
<td>Potential of graffiti can be harmful to the aesthetic of the alley</td>
</tr>
<tr>
<td></td>
<td>Arts that can be enjoyed by all ages and backgrounds</td>
<td>Paintings that can help expand the knowledge of history and culture</td>
<td>Difficult to keep the artwork maintained</td>
<td></td>
</tr>
<tr>
<td>Character</td>
<td>Many of the businesses have frontage access to the alley</td>
<td>Some businesses may not utilize their entrances or street space</td>
<td>Potential for graffiti can be harmful to the aesthetic of the alley</td>
<td>People may not find the alley as an interesting topic or use of the alley</td>
</tr>
<tr>
<td></td>
<td>Most of these doors are used for deliveries and business access only</td>
<td>Some businesses may have access to the alley for deliveries and business access only</td>
<td>alley</td>
<td>exterior生意</td>
</tr>
</tbody>
</table>

Urban Designing

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simple Loaded</td>
<td>Empty lots provide parking for adjacent homes and businesses Allows more sunlight into the alley</td>
<td>Spaces are only used during certain hours of the day and vacant at other times</td>
<td>New development should match the character of previous development on the alley</td>
<td>Potential for graffiti can be harmful to the aesthetic of the alley</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>People may not find the alley as an interesting topic or use of the alley</td>
</tr>
<tr>
<td>Double Loaded</td>
<td>Creates a strong definition of space and slows auto traffic to a safer speed for pedestrians</td>
<td>Many of these double-loaded areas are still short buildings</td>
<td>Many businesses are not responsible for delivery timing and might be hesitant to diminish auto traffic opportunities</td>
<td>Some businesses may not utilize the alley as a space for usefulness</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>alley</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>alley</td>
</tr>
</tbody>
</table>

Setbacks

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setbacks</td>
<td>Many of these setbacks are still short buildings</td>
<td>The few instances of taller buildings make the space feel confined</td>
<td>alley</td>
<td>alley</td>
</tr>
<tr>
<td></td>
<td></td>
<td>alley</td>
<td>alley</td>
<td></td>
</tr>
</tbody>
</table>

Consistent lighting schemes could provide more eyes on the street from upper buildings makes the alley feel more inviting. | alley |
| | | alley | alley |

Setbacks allow for garbage receptacles | alley |
| | | alley | alley |

More parking on the alley promotes more driving in the alley which is unsafe for pedestrians | alley |
| | | alley |
| alley | alley |

Bellingham Alley Herbert Lewis and Susan Glazer，2020. The following are possible ways to improve Bellingham’s alleys:

- **Historical Evidence**
  - alley
  - alley
  - alley

- **Human Evidence**
  - alley
  - alley
  - alley

- **Operational Evidence**
  - alley
  - alley
  - alley

- **Societal & Cultural Evidence**
  - alley
  - alley
  - alley

- **Historical Evidence**
  - alley
  - alley
  - alley

- **Human Evidence**
  - alley
  - alley
  - alley

- **Operational Evidence**
  - alley
  - alley
  - alley
### 3.1 Hard & Soft Capacity Analysis Map: Alleys 1-3

#### Alley 1

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
<th>Owner</th>
<th>Land Value Value</th>
<th>Improvement Value Value</th>
<th>Value Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>74630</td>
<td>8,079</td>
<td>Mixed Use</td>
<td>Bellingham Housing Authority</td>
<td>$406,485</td>
<td>$2,270,016</td>
<td>5.58</td>
<td>Hard</td>
<td>All businesses except Seifert &amp; Jones Wine are closed temporarily or permanently</td>
</tr>
<tr>
<td>74661</td>
<td>5,385</td>
<td>Off/Ret</td>
<td>SD Commercial LLC</td>
<td>$286,875</td>
<td>$681,518</td>
<td>2.38</td>
<td>Hard</td>
<td>Businesses are completely closed and the building is under construction.</td>
</tr>
<tr>
<td>74673</td>
<td>0</td>
<td>Mixed Use</td>
<td>SD Commercial LLC</td>
<td>$216,855</td>
<td>$6,193</td>
<td>0.03</td>
<td>Soft</td>
<td>N/A. No stated improvement value, however there is retail/commercial space on the lot (although it is currently vacant). Most of the space are stairs to the basement under the retail.</td>
</tr>
<tr>
<td>74674</td>
<td>609</td>
<td>Commercial</td>
<td>SD Commercial LLC</td>
<td>$33,750</td>
<td>0</td>
<td>N/A</td>
<td>Moderate</td>
<td>N/A. While there is a parking lot on the parcel, the building is new enough that it should be considered a hard site.</td>
</tr>
</tbody>
</table>

### 3.1 Capacity Analysis Spreadsheet: Alleys 1-3

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
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<td>N/A</td>
<td>Moderate</td>
<td>N/A. While there is a parking lot on the parcel, the building is new enough that it should be considered a hard site.</td>
</tr>
<tr>
<td>Property ID</td>
<td>Floor Area (Sq. Ft.)</td>
<td>Current Use</td>
<td>Owner</td>
<td>Land Value</td>
<td>Improvement Value</td>
<td>Value Ratio</td>
<td>Hard or Soft Capacity Analysis</td>
<td>Potential Use Size (Sq. Ft.)</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------</td>
<td>-------------</td>
<td>-------</td>
<td>------------</td>
<td>-------------------</td>
<td>------------</td>
<td>------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>74647</td>
<td>13,380</td>
<td>Mixed Use</td>
<td>Waypoint Views LLC</td>
<td>$601,875</td>
<td>$861,396</td>
<td>0.70</td>
<td>Soft</td>
<td>Employee oriented use (mixed use)</td>
</tr>
<tr>
<td>74672</td>
<td>7,260</td>
<td>Other RET TRD</td>
<td>Waypoint Views LLC</td>
<td>$726,230</td>
<td>$624,266</td>
<td>1.19</td>
<td>Hard</td>
<td>N/A</td>
</tr>
<tr>
<td>74603</td>
<td>10,324</td>
<td>Other RET TRD</td>
<td>Apparel Park (TRICO)</td>
<td>$475,761</td>
<td>$111,586</td>
<td>0.22</td>
<td>Soft</td>
<td>Mixed use infill</td>
</tr>
<tr>
<td>74684</td>
<td>3,444</td>
<td>Eng/Arch Ser</td>
<td>Mystic Rhythms LLC</td>
<td>$258,000</td>
<td>$395,319</td>
<td>2.31</td>
<td>Moderate</td>
<td>Montessori 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.</td>
</tr>
<tr>
<td>74781</td>
<td>6,717</td>
<td>Commercial</td>
<td>City of Bellingham</td>
<td>$6,000</td>
<td>$0</td>
<td>0</td>
<td>Moderate</td>
<td>Outside vendors (food truck or event activities)</td>
</tr>
<tr>
<td>74793</td>
<td>19,379</td>
<td>Commercial</td>
<td>McAdams / Shaw Family Trust</td>
<td>$815,000</td>
<td>$928,567</td>
<td>1.12</td>
<td>Moderate</td>
<td>Mixed use infill or small public open space or patio area for guests of the theater</td>
</tr>
<tr>
<td>74686</td>
<td>20,516</td>
<td>Medical/Compass Health</td>
<td>Bell Property LLC</td>
<td>$820,000</td>
<td>$2,177,335</td>
<td>2.66</td>
<td>Moderate</td>
<td>Mixed use infill</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
<th>Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Value Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>74783</td>
<td>10,997</td>
<td>Mixed Use</td>
<td>Whatcom Investments</td>
<td>$550,000</td>
<td>$1,539,667</td>
<td>2.80</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>74680</td>
<td>2,752</td>
<td>Mixed Use</td>
<td>ANB MA LTD</td>
<td>$192,500</td>
<td>$251,267</td>
<td>1.31</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>74666</td>
<td>2,745</td>
<td>Mixed Use</td>
<td>Hall Properties LLC</td>
<td>$192,500</td>
<td>$496,782</td>
<td>2.58</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>74753</td>
<td>5,505</td>
<td>Mixed Use</td>
<td>Canoe Street LLC</td>
<td>$302,500</td>
<td>$873,416</td>
<td>2.89</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>74684</td>
<td>5,505</td>
<td>Mixed Use</td>
<td>Canoe Street LLC</td>
<td>$302,500</td>
<td>$873,416</td>
<td>2.89</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>74681</td>
<td>10,234</td>
<td>Auto Parking</td>
<td>Roy Street Holdings LLC</td>
<td>$410,800</td>
<td>$6,659</td>
<td>0.02</td>
<td>Soft</td>
<td>Mixed use infill</td>
<td>10,000, Parking lot for Faithlife employees</td>
</tr>
<tr>
<td>74661</td>
<td>3,441</td>
<td>Mixed Use</td>
<td>Abradent LLC</td>
<td>$206,220</td>
<td>$615,330</td>
<td>2.98</td>
<td>Hard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Property ID</td>
<td>Floor Area (Sq. Ft.)</td>
<td>Current Use Owner</td>
<td>Land Value</td>
<td>Improvement Value</td>
<td>Potential Value</td>
<td>Hard or Soft Capacity Analysis</td>
<td>Potential Size (Sq. Ft.)</td>
<td>Notes</td>
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<tr>
<td>-------------</td>
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<td>-------</td>
<td></td>
</tr>
<tr>
<td>74864</td>
<td>3,443 Mixed Use (Uisce Irish Pub)</td>
<td>Idobtidont LLC</td>
<td>$206,220</td>
<td>$575,076</td>
<td>2.70</td>
<td>Moderate</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74891</td>
<td>13,763 Other Bus (Faithlife Tech)</td>
<td>Commercial Street Association LLC</td>
<td>$867,500</td>
<td>$1,232,108</td>
<td>1.70</td>
<td>Moderate</td>
<td>Combination of mixed use infill and general public open space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>74821</td>
<td>2,747 Retail (Musicians Center)</td>
<td>Bay Street Holdings LLC</td>
<td>$192,500</td>
<td>$344,731</td>
<td>1.79</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74810</td>
<td>5,506 ENT Retail (Wild Buffalo House of Music)</td>
<td>Holly Street Holdings LLC</td>
<td>$275,000</td>
<td>$514,208</td>
<td>1.87</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74785</td>
<td>4,099 Mixed Use (All City Bail Bonds)</td>
<td>Boise Scheetz Properties LLC</td>
<td>$244,310</td>
<td>$630,898</td>
<td>2.58</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74801</td>
<td>13,757 Other Ret TRD (SPARK Museum)</td>
<td>Bay Street LLC</td>
<td>$618,750</td>
<td>$809,858</td>
<td>1.41</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74813</td>
<td>6,874 Other Bus Ser (US Bancorp Securities)</td>
<td>Commercial Street Association LLC</td>
<td>$343,750</td>
<td>$736,197</td>
<td>2.14</td>
<td>Moderate</td>
<td>Bifurcation/small infill that will serve the same purpose in the setback. Could also introduce a separate business that does not have a brick and mortar location.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>74832</td>
<td>6,095 Other Prof SV (Faithlife Tech)</td>
<td>Commercial Street Association LLC</td>
<td>$809,375</td>
<td>$698,156</td>
<td>2.26</td>
<td>Hard</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>74835</td>
<td>3,444 Retail</td>
<td>Commercial Street Association LLC</td>
<td>$687,500</td>
<td>$801,069</td>
<td>2.65</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74840</td>
<td>5,498 Other Prof SV</td>
<td>Commercial Street Association LLC</td>
<td>$302,500</td>
<td>$789,647</td>
<td>2.55</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74827</td>
<td>6,870 ENT (Peckford Movie Theater)</td>
<td>Whatcom Film Association</td>
<td>$343,750</td>
<td>$736,197</td>
<td>2.14</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>74835</td>
<td>5,498 Mixed Use (Uisce Irish Pub)</td>
<td>Breier Scheetz Properties LLC</td>
<td>$244,310</td>
<td>$630,898</td>
<td>2.58</td>
<td>Hard</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.

Figure 3.1.3. Reused wine barrels as wine themed tables and seating. Source

3.1 Conceptual Ideation Map: Alleys 1-3

Alley 1

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.
3.5. Mural Restoration and Bulletin

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 delinate this space as a formal pedestrian area. Various archway designs have been looked into, such as trellis, trefoil, cinquefoil, and ogee, all with their own character traits and design flaws 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 widths or height requirements to accommodate emergency and utility vehicle access.

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

3.4. Archway

Property #74630 and #74661

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 3.1.4. Rendering of a suggested whiskey themed archway over an alley entrance in Prescott, AZ. Source

3.3. Mural Restoration and Bulletin

Property #74630 and #74661

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

3.5. Mural Restoration and Bulletin

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 canals, 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

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

SOCIAL AND HUMAN CAPITAL

5.1. Consolidated Garbage

Property #74650 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 canals, as seen in Figure 3.1.7. By doing that, receptacles are beautified or hidden from pedestrians view.

Figure 3.1.6. Hanging basket. Source

UTILITIES

5.1. Consolidated Garbage

Property #74650 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 canals, as seen in Figure 3.1.7. By doing that, receptacles are beautified or hidden from pedestrians view.

Figure 3.1.6. Hanging basket. 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

26 27
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.

2. Bifurcate Building

Property #74647:
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.

OPEN SPACE / PARKS / PLAZAS

2.1. Raised Planters

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.

Property #74572:
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.
2.2. Pocket Park

Property #74654

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).

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).

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 #74693 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 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).

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).

6.4. Covered Bike Parking

Property #74619

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

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 barred 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).
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 at 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

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

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>- Opens an area with adjacent parking lot with access to a light for plant growth</td>
<td>- Irruputable pavement, urban heat island effect</td>
<td>- A chance for educational uses with planter boxes or greenery for the day care center, which utilizes public participatory &amp; educational resources to bolster public understanding of sustainable urban stormwater management</td>
<td>- Planter boxes could narrow the alleys and cause inconveniences for delivery trucks for local businesses.</td>
</tr>
<tr>
<td>- Land Use</td>
<td>- A variety of attractive local businesses (Daisy Cafe, Post Office, James Place Children’s Development Center, Qualicum Photo Lab)</td>
<td>- Many low-density buildings, maximum uses for potential residential space above commercial space</td>
<td>- High potential to convert parking lots for mixed-use, temporary uses, residential, public events, etc.</td>
<td>- Removing parking spaces may result in a decrease in auto-user use; the area surrounding Federal Building is still a majority auto dependent.</td>
</tr>
<tr>
<td>- Transportation</td>
<td>- A bus stop is located at the intersection of W. Champion St &amp; Alaska Ave</td>
<td>- One-way (predictable and less car traffic)</td>
<td>- The presence of parking lots makes it seem like a less friendly space for pedestrians due to possible increased car traffic</td>
<td>- Any form of travel expansion will impact the nearby businesses, and need to be discussed beforehand.</td>
</tr>
<tr>
<td>- Society &amp; Culture</td>
<td>- A high percentage of community space</td>
<td>- Lack of reliable good lighting</td>
<td>- Large potential for space to be used temporarily for artist and cultural events</td>
<td>- Start building now on the edge of the condensed core, will be harder to attract people to this alleyway from downtown.</td>
</tr>
<tr>
<td>- Urban Morphology</td>
<td>- Commercial buildings on the east side (such as the federal building) have existing entrances onto alleyways, tall buildings give a definitive sense of place on Alley 4</td>
<td>- Lack of regular lighting, alleyway is not on a pedestrian scale</td>
<td>- Hosting of expanded events using large parking lot space. Opportunity for implementation of forms-based code surrounding transit stops. (many business using this alley)</td>
<td>- Start building now on the edge of the condensed core, will be harder to attract people to this alleyway from downtown.</td>
</tr>
</tbody>
</table>

Figure 3.1.19 Shadow box window display in Japan that identifies the businesses inside and what they sell.

Figure 3.1.20 Sample of signage that can be used to ensure pedestrian safety in alleys.
<table>
<thead>
<tr>
<th>Criteria</th>
<th>Morphology</th>
<th>Urban Culture</th>
<th>Society &amp; Culture</th>
<th>Transportation</th>
<th>Urban Morphology</th>
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<tr>
<td>Environment</td>
<td>• The wine bar, Locus, includes a large plat...</td>
<td>• Alley is close to waterfront district and...</td>
<td>• Quality of previously artwor...</td>
<td>• Alley is well enclosed which blocks a...</td>
<td>• Alleyway appropriate lighting is in plac...</td>
</tr>
<tr>
<td>Land Use</td>
<td>• Alley is highly developed compared to other...</td>
<td>• Alleyway appropriate lighting is in place...</td>
<td>• Alleyway already has a sense...</td>
<td>• Alley paving is uneven and...</td>
<td>• Alleyway is close to waterfront district...</td>
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<td>• Alley is well enclosed which blocks a...</td>
<td>• Alley is close to waterfront district and...</td>
<td>• Quality of previously artwor...</td>
<td>• Alley is well enclosed which blocks a...</td>
<td>• Alleyway is close to waterfront district...</td>
</tr>
<tr>
<td>Society &amp; Culture</td>
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### Alley 5

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<td>Land Use</td>
<td>• Alley is highly developed compared to other alleys</td>
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</tr>
<tr>
<td>Society &amp; Culture</td>
<td>• Quality of previously artwor...</td>
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### Alley 6

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</tr>
</tbody>
</table>
### Land Use

**Criteria**
- Strong commercial core
- Alleys are linked
- Total population in Bellingham and Downtown is growing

**Strengths**
- Residences and commercial activities bring more economic development
- 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

**Weaknesses**
- Alleys are not directly connected
g to downtown.
- Lack of smooth pavement that would be ideal for heavy foot traffic
- Serious lack of convenient and good lighting across the alley, despite Alley #5 featuring some string lighting

**Opportunities**
- Alley redevelopment for transportation uses
to more vibrant destinations.
- Opportunities to reach downtown could result in attention given to non-auto transportation opportunities to reach downtown could result in more vibrant destinations.

**Threats**
- 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

### Environment

**Criteria**
- 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: bottle has the least average rainfall with 24" which is considered is a strong degree.
The temperature of Bellingham rarely becomes unbearably hot in the summer, temperature highs don't go above 80-85 degrees.

**Strengths**
- 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 clean, renewable energy to power storm lamps in the alley while also doubling as street art
- Going creative design or outdoor amenities districts from the weather and can extend the perforated comfort zone (fire plug, green walls on side walk for most access to sunlight
- Greening systems can be used a destination is 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 stocky rain barrels. According to previous calculations a rain garden to sustain 1.5 inch minimums 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 alleys ways to synthesize stormwater from the surrounding buildings which can be repurposed as irrigation for additional greening strategies like vertical greenery systems

**Weaknesses**
- Standing water from rain barrels may become a breeding ground for insects and algae
- Standing water from rain barrels or rain gardens can become a breeding ground for insects and algae
- Increase lighting consistency and strength

**Opportunities**
- Potential for significant public use in temporary events, such as festivals and holiday celebrations
- Potential for significant public use in temporary events, such as festivals and holiday celebrations
- More vibrancy and potential for more events and community spaces

**Threats**
- Serious lack of consistent and good lighting across the alley, despite Alley #5 featuring some string lighting
- Lack of smooth pavement that would be ideal for heavy foot traffic

### Morphology

**Criteria**
- Alleys have plenty of space for potential culture events (Alleys’ 4 & 6), which have significant open space while Alley 5 features plenty of high walls for murals and artwork
- Alleys have plenty of space for potential culture events (Alleys’ 4 & 6), which have significant open space while Alley 5 features plenty of high walls for murals and artwork
- Alloy's 4-6 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 methods of transportation to connect to downtown from outside neighborhoods and locations

**Strengths**
- Serious lack of convenient and good lighting across the alley, despite Alley #5 featuring some string lighting
- Lack of smooth pavement that would be ideal for heavy foot traffic

**Weaknesses**
- Lack of smooth pavement that would be ideal for heavy foot traffic

**Opportunities**
- Serious lack of convenient and good lighting across the alley, despite Alley #5 featuring some string lighting
- Potential for significant public use in temporary events, such as festivals and holiday celebrations

**Threats**
- Lack of smooth pavement that would be ideal for heavy foot traffic
- Serious lack of convenient and good lighting across the alley, despite Alley #5 featuring some string lighting

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

[Image of capacity analysis map]

### 3.2 Capacity Analysis Spreadsheet: Alleys 4-6

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Property ID</th>
<th>Floor Area (Sq Ft)</th>
<th>Current Use</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio B/C</th>
<th>Hard/Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential SF Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>4-1</td>
<td>75050</td>
<td>15,925</td>
<td>Retail/Commercial</td>
<td>$928,125</td>
<td>$8,420,972</td>
<td>9.073</td>
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<tr>
<td>4-2</td>
<td>75118</td>
<td>1,950</td>
<td>Education</td>
<td>$531,250</td>
<td>$94,089</td>
<td>0.177</td>
<td>Soft</td>
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<td>4-3</td>
<td>75125</td>
<td>12,000</td>
<td>Civic</td>
<td>$825,000</td>
<td>$4,681,300</td>
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<td>4-4</td>
<td>75160</td>
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<td>Mixed Retail</td>
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<td>0.914</td>
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<td>2,750</td>
<td>Office</td>
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<td>$961,847</td>
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### Parcel Details

<table>
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<tr>
<th>Parcel #</th>
<th>Property ID</th>
<th>Floor Area (Sq Ft)</th>
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<th>Land Value</th>
<th>Improvement Value</th>
<th>Potential Use</th>
<th>Potential SF Size</th>
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<tr>
<td>5-1</td>
<td>74848</td>
<td>41,286</td>
<td>Mix Use/Parking Retail</td>
<td>*</td>
<td>*</td>
<td>Hard</td>
<td>Adding shops on ground level abutting alleys. The Locus wine bar could install outdoor seating patio in alley, providing additional space for patrons</td>
</tr>
<tr>
<td>5-2</td>
<td>74954</td>
<td>8,262</td>
<td>Mix Use</td>
<td>*</td>
<td>*</td>
<td>Moderate</td>
<td>Create entrances to shops that abut alley, installing a food truck to increase activity on this end of the alley.</td>
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<td>5-3</td>
<td>75600</td>
<td>5,494</td>
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<td>6,878</td>
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<td>5-5</td>
<td>74933</td>
<td>6,875</td>
<td>Mix Use/Office</td>
<td>*</td>
<td>*</td>
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<td>Opportunities for additional retail, restaurant uses</td>
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<td>74945</td>
<td>6,880</td>
<td>Restaurant/Bar</td>
<td>$412,500</td>
<td>$945,834</td>
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<td>5-7</td>
<td>74955</td>
<td>6,875</td>
<td>None</td>
<td>$412,500</td>
<td>$2,838,518</td>
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<td>5-8</td>
<td>74992</td>
<td>6,838</td>
<td>Mix Use</td>
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<td>5-9</td>
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<td>5-10</td>
<td>75031</td>
<td>5,906</td>
<td>Commercial/ Retail</td>
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<td>$943,124</td>
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<tr>
<td>Parcel #</td>
<td>Property ID</td>
<td>Floor Area (Sq Ft)</td>
<td>Current Use</td>
<td>Land Value</td>
<td>Improvement Value</td>
<td>Rate B/C</td>
<td>Hard/Soft Capacity</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
<td>-------------------</td>
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<tr>
<td>6-1</td>
<td>74774</td>
<td>10,584</td>
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<td>6-2</td>
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<td>7,561</td>
<td>Retail</td>
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<td>$1,078,450</td>
<td>1.997</td>
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<td>11,408</td>
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<td>$612,767</td>
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<td>6-5</td>
<td>74809</td>
<td>5,000</td>
<td>Restaurant/Bar</td>
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<td>6-6</td>
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<td>6,876</td>
<td>Parking</td>
<td>$412,500</td>
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<td>6-7</td>
<td>74851</td>
<td>2,754</td>
<td>Restaurant/Bar</td>
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<td>6-8</td>
<td>74858</td>
<td>2,751</td>
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<td>6-10</td>
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<td>5,124</td>
<td>Mixed Use</td>
<td>$357,500</td>
<td>$2,698,266</td>
<td>7.548</td>
<td>Hard</td>
</tr>
</tbody>
</table>
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 floor 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 that would accommodate a variety of uses. The space would be utilized as an urban open space that would accommodate a variety of users.

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.

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.

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, placemaking maps, and other relevant information.

Figure 3.2.1: “Women Making History in Portland” Mural, Portland, OR. Source: https://www.oregonlive.com/spotlight/index.ssf/2019/04/women_making_history_in_portland.html

Figure 3.2.3: “Women Making History in Portland” Mural, Portland, OR. Source: https://www.oregonlive.com/spotlight/index.ssf/2019/04/women_making_history_in_portland.html

Figure 3.2.5: Living wall in Paris, France. Photo by Bertrand Garbel: https://www.flickr.com/photos/16893057@N07/4956677514/

Figure 3.2.6: Umbrella lights in Helsinki, Finland. Photo by mscambridge. https://www.flickr.com/photos/16893057@N07/45445470864/

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.
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 3.2.9: 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

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

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://thestudiodoor.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 green wall along the Commercial Street Garage in the SW side of Alley 5 to add greenery to the large Garage facade.

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

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.

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].

CONNECTIVITY AND PUBLIC SAFETY

6.4 Crosswalk Between Alleys

[See 6.4 under ALLEY 4]

6.5. Emergency Call Box

[See 6.5 under ALLEY 4]

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

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

Figure 3.2.10: “Mural Alley” in San Diego, CA. Source: https://thestudiodoor.com/mural-alley/

ENVIRONMENTAL / SUSTAINABILITY

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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].

CONNECTIVITY AND PUBLIC SAFETY

6.4 Crosswalk Between Alleys

[See 6.4 under ALLEY 4]

6.5. Emergency Call Box

[See 6.5 under ALLEY 4]
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.

1.2. Mixed Use Infill
Property ID 74859: This parcel is home to Da Pitts Robinson. Source: https://emeraldinc.biz/walk-up-window/

Figure 3.2.14: Walk-up window. Photo by Sarah Pitta Robinson. Source: https://www.pinterest.com/pin/120708

1.3. Outdoor Seating
Property ID 74899 & 74823: This parking lot is owned by Cafe Akotere, 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 Akotere 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.

2.1. Pocket Park / Skatepark
Along the Northern edge of this alley this 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.

2.2. Outdoor Seating
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.

2.3. Covered Outdoor Seating
Property ID 74774: On the slope between Alley 4 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 over the slope be constructed to connect the parking lot and the alley.

2.4. Crosswalk Between Alleys
[See 6.4 in Alley 4]

6.1. Stairs/Ramp/Pathway
Along the Northern edge of this alley this 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.

6.2. Lighting
[See 6.2 in Alley 4]

6.3. Repave Alley
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.

CONNECTIVITY AND PUBLIC SAFETY
6.4. Emergency Call Box
[See 6.5 in Alley 4]

6.5. Emergency Call Box
[See 6.5 in Alley 4]
### Criteria: 3.3 S.W.O.T Analysis: Alleys 7-9

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<th>Opportunities</th>
<th>Threats</th>
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</thead>
<tbody>
<tr>
<td>Solar Exposure, Wind, Rain, Temperature, Permeable Pavement</td>
<td>Management: Stormwater Boxes, and Other Green Roofs, Planter Systems (VGS), Greenery</td>
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</tr>
<tr>
<td>• There have been both analysis and studies conducted of some solar, wind, and parking studies</td>
<td>• Some methods take a lot of action in already existing environments</td>
<td>• Could be potential problems for service and emergency vehicles</td>
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<tr>
<td>• Almost all alleys lack vegetation</td>
<td>• High implementation costs and maintenance requirements</td>
<td>• Potential spot for mice or litter accumulation</td>
</tr>
<tr>
<td>• Several alleys have a potential for water pollution</td>
<td>• Rain gardens filter out silt, debris, and improves water quality</td>
<td>• Serious risks involved with rainfall amounts</td>
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<tr>
<td>• Habitat for urban-wildlife</td>
<td>• Rain gardens are easy to retrofit onto pre-existing facilities by mitigating impervious surface runoff</td>
<td></td>
</tr>
<tr>
<td>• Noise reduction of around 5–10 dB</td>
<td>• Rain gardens are easy to retrofit onto pre-existing facilities by mitigating impervious surface runoff</td>
<td></td>
</tr>
<tr>
<td>• Green facades are cheaper than living walls and can be aesthetically pleasing</td>
<td>• VGS’s enhance public spaces and give identity</td>
<td>• VGS’s, plant boxes, and green roofs already exist in-alleys</td>
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### Criteria: Demographics

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Growth of professional jobs</td>
<td>• A need for adequate housing and job availability to support downtown growth</td>
</tr>
<tr>
<td>• Minority population is growing</td>
<td>• Displacement of existing residents due to gentrification</td>
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### Criteria: Land Use

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Strong commercial rate of about 30%</td>
<td>• The homeless being displaced</td>
</tr>
<tr>
<td>• Mixed Use Zoning for commercial/residential</td>
<td>• The homeless being displaced</td>
</tr>
<tr>
<td>• High residential with space for growth</td>
<td>• A need for adequate housing and job availability to support downtown growth</td>
</tr>
<tr>
<td>• Mixed-use development</td>
<td>• The homeless being displaced</td>
</tr>
</tbody>
</table>

### Criteria: Climate - Rain, Temperature, Solar Exposure, Wind

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Canopies, awnings, and glass artwork can be used to mitigate against inclement weather conditions</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Increasing upward development decreases sun exposure in alleys and creates a dark, trench-like character</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Social inclusion</td>
<td>• Displacement of existing residents due to gentrification</td>
</tr>
<tr>
<td>• Potential interactive environmental sculptures/windmills can be used as a renewable energy source for pedestrian scale lighting, aesthetic enhancement</td>
<td>• Landlocked building</td>
</tr>
</tbody>
</table>

### Criteria: Resources

<table>
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<tr>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Very sunny and clear annually</td>
<td>• Very humid months of above average humidity annually</td>
<td>• Stormwater management</td>
<td>• Polarization in jobs</td>
</tr>
<tr>
<td>• Bellingham usually has high temperatures during summer, only reaching above 90 degrees for a few days</td>
<td>• High in October (74%) and lowest in April (61%)</td>
<td>• Maintenance and construction of permeable pavement</td>
<td>• The homeless being displaced</td>
</tr>
<tr>
<td>• Daily temperatures in the winter rarely go below freezing.</td>
<td>• 40% sunny and clear annually</td>
<td>• Permeable pavement</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Calm wind speeds, annually averaging around 6.5 knots</td>
<td>• Highest in October (74%) and lowest in April (61%)</td>
<td>• Potential spots for mice or litter accumulation</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Daily temperatures in the winter rarely go below freezing.</td>
<td>• Very humid months of above average humidity annually</td>
<td>• Stormwater management</td>
<td>• Displacement of existing residents due to gentrification</td>
</tr>
<tr>
<td>• The consistent precipitation</td>
<td>• No constant evidence of rain barrel use</td>
<td>• Maintenance and construction of permeable pavement</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Rain gardens are easy to retrofit onto pre-existing facilities by mitigating impervious surface runoff</td>
<td>• Rain gardens are easy to retrofit onto pre-existing facilities by mitigating impervious surface runoff</td>
<td>• Stormwater management</td>
<td>• Displacement of existing residents due to gentrification</td>
</tr>
<tr>
<td>• Stormwater management</td>
<td>• Stormwater management</td>
<td>• Maintenance and construction of permeable pavement</td>
<td>• Landlocked building</td>
</tr>
<tr>
<td>• Canopies, awnings, and glass artwork can be used to mitigate against inclement weather conditions</td>
<td>• Stormwater management</td>
<td>• Maintenance and construction of permeable pavement</td>
<td>• Displacement of existing residents due to gentrification</td>
</tr>
<tr>
<td>• Stormwater management</td>
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<td>• Maintenance and construction of permeable pavement</td>
<td>• Landlocked building</td>
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### Criteria: Downtown

**Growth of professional jobs**

- **Opportunities**
  - Strong commercial rate of about 30% for downtown usage and support local businesses

- **Threats**
  - Displacement of existing residents due to gentrification
  - Social inclusion

**Growth of professional jobs**

- **Opportunities**
  - Strong commercial rate of about 30% for downtown usage and support local businesses

- **Threats**
  - Displacement of existing residents due to gentrification
  - Social inclusion
Criteria | Strengths | Weaknesses | Opportunities | Threats
--- | --- | --- | --- | ---
Housing | Comprehensive and downsized plans encourage infill housing. | Land scarcity on smaller lots and housing being at a premium compared to 2010 and 2018 data. | Low vacancy rates create greater demand for rental units which increases rent rates and brings housing choices. | Infill and new development have often resulted in smaller units, which could discourage development of mixed-use housing. |
Criteria | Strengths | Weaknesses | Opportunities | Threats
--- | --- | --- | --- | ---
• Low parking demand. | • Allows more sunlight into parking lots creates more alleyway venues, such like multi-block long events. | • High connectivity of alleys can be used to host vehicle free events. | • Limited available, desirable, and affordable housing options. |
• Natural history context due to old railroad tracks | • Each alley-way design and history is unique and represents a boost to foot traffic for local businesses. | • Alley dumpsters are odorous and attract wildlife | • Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. |
• Safety and accessibility concern for pedestrians | • History depicted should be accurate and representative of all groups within Bellingham history. | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time consuming. |
• Natural historical context | • Parklets/traffic islands already exist in alleys | • Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on | • Improved trash receptacles (i.e. covered/locked behind fences) make trash collection more difficult and time-consuming. |
Urban Morphology | • High connectivity of alleys can be used to host pedestrian friendly events. | • Lack of lighting undermines pedestrian safety component for alley use at night. | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Businesses that rely on alleys for garbage and delivery services may be hesitant to support alley revitalization. |
• Alley venues can be used to host pedestrian friendly events. | • Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on. | • Excessive use of lighting contributes to light pollution | • Businesses that rely on alleys for garbage and delivery services may be hesitant to support alley revitalization. |
• Central alley themes sourced on local history, citizen input, and surrounding businesses | • Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on. | • Excessive use of lighting contributes to light pollution | • Businesses that rely on alleys for garbage and delivery services may be hesitant to support alley revitalization. |
• Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. | • History depicted should be accurate and representative of all groups within Bellingham history. | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time-consuming. |
Short Buildings (2 Stories Max.) | • Allows more sunlight into alleyways, especially during winter months. | · Low parking demand | · Allowing pedestrians to travel between downtown destinations |
• Land area not used for parking can be utilized for pedestrian access. | · Enormous challenges can be installed for incumbent vehicle navigators. | · Natural history context due to old railroad tracks | · Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. |
History/ Historical Evidence | • Natural historical context due to old railroad tracks. | • Historic buildings exist near alleys, such as the Mount Baker Theatre | • Older or out of date styles could clash with newer nearby development. | · Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. |
• Opportunity for collaboration with Lummi Nation representatives | • Historic buildings may be inaccessible to physically disabled persons. |
Criteria | Strengths | Weaknesses | Opportunities | Threats
--- | --- | --- | --- | ---
Accessibility | • Highly working disability accessibility concerns met in alleys. | • High vehicle traffic decreases pedestrian use of space. | • One-way changes can increase pedestrian use of space and diminish the vehicle traffic outside of necessary uses like delivery or small volume removal. | • Businesses can work to improve frontage roofs that accommodate pedestrian access. |
• Historic themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. | • Opportunity for collaboration with Lummi Nation representatives | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time-consuming. |
Lighting | • Lighting, such as street lamps, already exist in some alleys. | • Most alleys lack adequate lighting and pedestrian scale forms of lighting. | • Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on. | • Excessive use of lighting contributes to light pollution |
• Natural historical context due to old railroad tracks | • Alley venues decrease vehicle activity and limit garbage/delivery services that businesses and residents rely on. | • Excessive use of lighting contributes to light pollution |
• Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. | • Opportunity for collaboration with Lummi Nation representatives | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time-consuming. |
Source and Culture | • Alleys can be enhanced and attract pedestrian traffic by creating a pedestrian friendly alley. | • Commercial/residential frontage to alley make them more attractive and accessible. | • Form based code that beautifies trash receptacles | • Improved trash receptacles (i.e. covered/locked behind fences) make trash collection more difficult and time-consuming. |
• Central alley themes sourced on local history, citizen input, and surrounding businesses | • Commercial/residential frontage to alley make them more attractive and accessible. | • Form based code that beautifies trash receptacles | • Improved trash receptacles (i.e. covered/locked behind fences) make trash collection more difficult and time-consuming. |
• Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. | • Opportunity for collaboration with Lummi Nation representatives | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time-consuming. |
Criteria | Strengths | Weaknesses | Opportunities | Threats
--- | --- | --- | --- | ---
Traffic | • High connectivity of alleys makes it easier to travel between downtown destinations. | • Most downtown housing is desirable | • Contributer to low density development/housing and exacerbates sprawl | • Contributer to low density development/housing and exacerbates sprawl |
• Infill and new development have often resulted in smaller units, which could discourage development of mixed-use housing. | • Most downtown housing is desirable | • Contributer to low density development/housing and exacerbates sprawl | • Contributer to low density development/housing and exacerbates sprawl |
• Natural historical context due to old railroad tracks | • Historical themed alleys with plaques/murals describing different aspects of Bellingham’s history expands locally and tourist attraction knowledge while also providing a boost to foot traffic for local businesses. | • Opportunity for collaboration with Lummi Nation representatives | • Uniform, high-quality, lighting is expensive which may meet resistance from businesses who don’t view it as necessary. | • Improper land use could create a shadowed/locked behind fence scenario that collection more difficult and time-consuming. |
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Criteria | Alley Way Culture
---|---
Strengths | • Practical space for useful services such as parking, deliveries, waste bins, and traveling through
Weaknesses | • Thread-like road used only for travel, shipments, and waste disposal
Opportunities | • Open up and relegate the area to the involving and safe for public use; have local community gatherings and special event venues
Threats | • Have local community be apart of alleyway theme selection

Criteria | Bicycles
---|---
Strengths | • Plenty of bike racks in the urban core
Weaknesses | • The majority of bike racks in the urban core are insecure and prone to bike theft
Opportunities | • Many arterial and side routes have bike lanes or bike infrastructure
Threats | • Loss of parking

Live Performances
---
Local climate already problem, drawing in pedestrians which can help businesses
Strengths | • No practical space for groups to perform
Weaknesses | • Lack of stage lights or lights for audiences to be able to easily access alleyway.
Opportunities | • Promotion of local bands and new developments of alley and non-alley planning in Bellingham
Threats | • 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
Strengths | • Abundance of parking lots in downtown pedestrians cut through
Weaknesses | • Between alleys, trails, and parking lots, there’s a lack of informal pedestrian spaces in downtown.
Opportunities | • More pedestrian friendly, nature elements and less car danger.
Threats | • Informal pedestrian spaces are currently underutilized

Vehicles
---
Strengths | • Current downtown parking supply can support growth until 2036
Weaknesses | • The homeless being displaced
Opportunities | • 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, multimodal infrastructure, and area connectivity for auto-oriented transportation
Threats | • Need for adequate housing and job availability to support downtown growth

Criteria | Bicycles
---|---
Strengths | • Plenty of bike racks in the urban core
Weaknesses | • The majority of bike racks in the urban core are insecure and prone to bike theft
Opportunities | • Many arterial and side routes have bike lanes or bike infrastructure
Threats | • Loss of parking

Informal Pedestrian Network- Alleys, Trails, and Parking Lots
---
Strengths | • Downtown alleys are consistent, connected, and follows the core block pattern
Weaknesses | • Abundance of parking lots in downtown pedestrians cut through
Opportunities | • 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.
Threats | • Need for adequate housing and job availability to support downtown growth

Vehicles
---
Strengths | • Current downtown parking supply can support growth until 2036
Weaknesses | • The homeless being displaced
Opportunities | • 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, multimodal infrastructure, and area connectivity for auto-oriented transportation
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Threats | • Loss of parking
3.3 Hard & Soft Capacity Analysis Map: Alleys 7-9.

3.3 Alleys 7-9. Capacity Analysis Spreadsheet

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>74739</td>
<td>24,192</td>
<td>Commercial: Boundary Bay</td>
<td>Stephen W. &amp; Judy D. Peterson Living Trust</td>
<td>$1,331,000</td>
<td>$866,427</td>
<td>0.65</td>
<td>Moderate</td>
<td>Expanded outdoor restaurant seating. Boundary Bay has couryard area. 2,000</td>
</tr>
<tr>
<td>74739</td>
<td>26,470</td>
<td>Auto Parking</td>
<td>DBBD Projects Limited Partnership</td>
<td>$1,726,595</td>
<td>$62,061</td>
<td>0.04</td>
<td>Soft</td>
<td>Infill affordable housing development with plenty room for business frontage along Cornwall and E Maple St. 26,470</td>
</tr>
<tr>
<td>74739</td>
<td>5,997</td>
<td>Commercial: (Back Door/Rumours Cabaret)</td>
<td>M&amp;L Commercial LLC.</td>
<td>$360,000</td>
<td>$588,392</td>
<td>1.63</td>
<td>Hard</td>
<td>N/A</td>
</tr>
<tr>
<td>74739</td>
<td>2,799</td>
<td>Commercial: (New Whatcom Interiors)</td>
<td>John H. Blethen</td>
<td>$196,000</td>
<td>$76,786</td>
<td>0.39</td>
<td>Soft</td>
<td>Increased density through mixed use development and housing units above buildings. 2,500</td>
</tr>
<tr>
<td>74813</td>
<td>10,978</td>
<td>Mixed-Use: (Woods Coffee/CCS/ Washington Grocery Apartments/ Eleanor Steele Day Spa)</td>
<td>Multiple Owners</td>
<td>$715,000</td>
<td>$4,252,144</td>
<td>5.95</td>
<td>Hard</td>
<td>N/A</td>
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<tr>
<td>178804</td>
<td>14,820</td>
<td>Mixed-Use: (Francis Place Apartments)</td>
<td>Catholic Community Services</td>
<td>$597,000</td>
<td>$5,183,144</td>
<td>5.95</td>
<td>Hard</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Notes:
- Moderate: 3-4 elevations
- Soft: 2-3 elevations
- Hard: 1 elevation

Map: Alleys 7-9.
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</thead>
<tbody>
<tr>
<td>74762</td>
<td>5,456</td>
<td>Commercial (Cat Cafe, Bike Shop)</td>
<td>Stanid M. Pitchett</td>
<td>$318,500</td>
<td>$67,089</td>
<td>1.78</td>
<td>Moderate</td>
<td>Increase density by adding floors to housing</td>
<td>52,730</td>
<td>This property has a lot more height to the building itself</td>
</tr>
<tr>
<td>74788</td>
<td>8,220</td>
<td>Residential (Flats/Place Apartment)</td>
<td>Chouen Street Housing LLC</td>
<td>$36,900</td>
<td>$980,084</td>
<td>13.33</td>
<td>Hard</td>
<td>N/A</td>
<td>Opportunity to build on existing land and turn it into the alleyway</td>
<td></td>
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<tr>
<td>74932</td>
<td>6,941</td>
<td>Commercial: (Bank of America)</td>
<td>Blue Sea Holly LLC.</td>
<td>$381,150</td>
<td>$881,228</td>
<td>2.31</td>
<td>Hard</td>
<td>Add art to blank walls and amenities to invite pedestrians to use the space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>74893</td>
<td>7,743</td>
<td>Auto Parking: (3 Level Parking Garage)</td>
<td>City of Bellingham Finance Department</td>
<td>$273,005</td>
<td>$0</td>
<td>0</td>
<td>Moderate</td>
<td>Parking the parking garage with commercial space that also faces alley</td>
<td>N/A</td>
<td>Parking garage provides additional parking spaces, but has the ability to be commercial space on the first floor; existing structure.</td>
</tr>
<tr>
<td>74819</td>
<td>7,343</td>
<td>Auto Parking: (3 Level Parking Garage)</td>
<td>Boardworks Tech Shop</td>
<td>$318,350</td>
<td>$881,228</td>
<td>2.31</td>
<td>Hard</td>
<td>Add art to blank walls and amenities to invite pedestrians to use the space</td>
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<td>74877</td>
<td>14,264</td>
<td>Commercial (Bank of America Drive-up)</td>
<td>Blue Sea Holly LLC.</td>
<td>$641,900</td>
<td>$97,065</td>
<td>0.15</td>
<td>Moderate</td>
<td>See above</td>
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<td>74850</td>
<td>5,500</td>
<td>Commercial: (Bank of America Drive-up)</td>
<td>Blue Sea Holly LLC.</td>
<td>$247,500</td>
<td>$2,064</td>
<td>0.008</td>
<td>Soft</td>
<td>Potential for mixed use by removing drive-up</td>
<td>33,000</td>
<td>Current uses holds no benefit to outstanding development aspects. A bit redundant considering a Bank of America is right around the corner</td>
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<tr>
<td>74788</td>
<td>8,220</td>
<td>Residential: (Francis Place Apartments)</td>
<td>Chestnut Street Housing LLC</td>
<td>$36,000</td>
<td>$480,084</td>
<td>13.33</td>
<td>Hard</td>
<td>N/A</td>
<td>Opportunity to better utilize existing built space on the first floor and have it front the alleyway</td>
<td></td>
</tr>
<tr>
<td>74893</td>
<td>7,743</td>
<td>Auto Parking: (3 Level Parking Garage)</td>
<td>City of Bellingham Finance Department</td>
<td>$271,000</td>
<td>$0</td>
<td>0</td>
<td>Moderate</td>
<td>Renovate first floor of the parking garage with commercial space that also faces alley</td>
<td>N/A</td>
<td>Parking garage provides essential parking spaces, but has the ability to be commercial space on the first floor; existing structure.</td>
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<th>Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>74877</td>
<td>14,264</td>
<td>Commercial (Bank of America Drive-up)</td>
<td>Blue Sea Holly LLC.</td>
<td>$641,900</td>
<td>$97,065</td>
<td>0.15</td>
<td>Moderate</td>
<td>See above</td>
<td>See above:</td>
<td></td>
</tr>
<tr>
<td>Property ID</td>
<td>Floor Area (sq. ft.)</td>
<td>Current Use</td>
<td>Owner</td>
<td>Land Value</td>
<td>Improvement Value</td>
<td>Ratio</td>
<td>Hard or Soft Capability Analysis</td>
<td>Potential Use</td>
<td>Potential Area (sq. ft.)</td>
<td>Notes</td>
</tr>
<tr>
<td>-------------</td>
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</tr>
<tr>
<td>75090</td>
<td>3,490</td>
<td>Mixed Use: (Avenue Bread; Sojourn Clothing Store; residential)</td>
<td>Hall Properties LLC.</td>
<td>$382,800</td>
<td>$534,816</td>
<td>1.41</td>
<td>Hard</td>
<td>Not applicable</td>
<td>N/A</td>
<td>Avenue Bread needs to open earlier than 6am. Space may be used for storage.</td>
</tr>
<tr>
<td>75081</td>
<td>3,490</td>
<td>Commercial: (Avenue Bread)</td>
<td>Hall Properties LLC.</td>
<td>$382,800</td>
<td>$1,152,397</td>
<td>3.01</td>
<td>Hard</td>
<td>Not applicable</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>75071</td>
<td>3,490</td>
<td>Commercial: (Avenue Bread)</td>
<td>Tactus LLC.</td>
<td>$330,000</td>
<td>$496,590</td>
<td>1.50</td>
<td>Moderate</td>
<td>Not applicable</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>75061</td>
<td>3,490</td>
<td>Commercial: (Women's Clothing store)</td>
<td>Kenneth Jr. &amp; Marguerite Ryan Trust/TR</td>
<td>$302,500</td>
<td>$489,541</td>
<td>1.61</td>
<td>Moderate</td>
<td>Not applicable</td>
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<td>N/A</td>
</tr>
<tr>
<td>75051</td>
<td>3,490</td>
<td>Auto Parking Bellingham Rental Properties LLC.</td>
<td>$302,500</td>
<td>$6,976</td>
<td>.02</td>
<td>Soft</td>
<td>Infill development to allow a space for a market or public gathering space used for rest or recreation.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>75041</td>
<td>3,490</td>
<td>Commercial: (Women's Clothing store)</td>
<td>Holly Street LLC.</td>
<td>$825,000</td>
<td>$3,458,277</td>
<td>4.19</td>
<td>Hard</td>
<td>Not applicable</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

- **Notes:**
  - The two shops fronting street could potentially be sustained of the additional space on alley. Ambitious alley use, for deliveries or other, may make partition impractical.
<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
<th>Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio</th>
<th>Hard or Soft Capacity</th>
<th>Analysis</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>75038</td>
<td>20609</td>
<td>Commercial</td>
<td>Cornwall LLC</td>
<td>$1,035,950</td>
<td>$1,459,516</td>
<td>1.40</td>
<td>Moderate</td>
<td></td>
<td>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.</td>
</tr>
<tr>
<td>75068</td>
<td>6860</td>
<td>Commercial</td>
<td>Commercial: (Dakota Art Supply Store)</td>
<td>Farshid and Katherine Rezvani</td>
<td>70% -</td>
<td>Adib-Soheyla Jamshedi 30%</td>
<td>$406,860</td>
<td>$432,713</td>
<td>1.06</td>
</tr>
<tr>
<td>75117</td>
<td>13741</td>
<td>Commercial</td>
<td>Commercial: Bank</td>
<td>JP Morgan Chase Bank</td>
<td></td>
<td></td>
<td>$716,250</td>
<td>$1,437,027</td>
<td>2.16</td>
</tr>
</tbody>
</table>

**Notes**

- Stop around drive thru and parking lot makes space very auto-oriented.
- Bank is not currently used and can be bifurcated to allow retail fronting the alley.
- Building is not currently used and can be bifurcated to allow retail fronting the alley.
- 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.
- Back wall mural or space for local artwork as a means to actually advertise the art store.
- N/A: Not applicable
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

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: Porter House, Manhattan, NY. Use of older buildings for vertical development. (Photo by Walker Thisted)
4.1/4.2. Green Wall with Native Plants and Green Roof

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. The green space can be used to support needs of locals like any other community garden/park.

UTILITIES
5.1. Consolidated Trash / Recycling / Compost

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.

5.3. Parking

For a short term solution, raised garden beds are proposed to separate the large parking lot in parcel #178602 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.

SOCIALLY 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 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

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.
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/
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.

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 enjoy 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

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 at 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
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.

5.1. Consolidated Trash/Recycling

Central 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.

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.

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.
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 destination for anyone can quickly buy a scoop or two. Provided with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition. seasoning alternative. 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, Sojourner 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. 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.

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. Reconfiguring the building so that part of the store frontage faces the alleyway will be a huge incentive to foster 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.

At 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 with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition with nearby seating, to enjoy such treats on sunny days, will complement this addition. seasoning alternative.

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 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 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, Sojourner Clothing, etc.).

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.

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 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.

2.1. 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.

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. Reconfiguring the building so that part of the store frontage faces the alleyway will be a huge incentive to foster pedestrian activity. 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.


2.2. Rooftop Green Space

The Fairhaven Village Greenspace. Fixed coverings with pedestrian amenities underneath. Source: https://www.southwestjournal.com/focus/7574


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 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 the heart of campus. It is also clearly visible from the alley entrance, allowing 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 an incentive to create an interactive alley mural that can be seen locally in places such as the Granary building on Chestnut Street in downtown Seattle, and the small scale with the popular Vendors Row, as 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 can provide accommodations to potential customers.

Increased foot traffic provided by a new 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 # 75028, as mentioned before, the wall space left over is a key spot for a vertical green wall or a VOG. The purpose being 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.

4.2. Green Roof

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

For this alley, it is proposed that such a device can be combined with the pergola, explained 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 roof itself could have multiple uses. It could be used as a green roof with native plants. It could be transformed or it could function similarly to the proposed development next door - a rooftop filtration, or it could function similarly to the popular Pike’s Place Market in downtown Seattle and the small scale with the popular Vendors Row, as Figure 3.3.26, on the WWU campus.

For this alley, it is proposed that such a device can be combined with the pergola, explained 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 roof itself could have multiple uses. It could be used as a green roof with native plants. It could be transformed or it could function similarly to the proposed development next door - a rooftop filtration, or it could function similarly to the popular Pike’s Place Market in downtown Seattle.

4.3. Rain Garden / Barrel

Rain gardens are an important water feature art that can enhance the experience of a simple rain storm. 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 the rain with 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 fixture 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.
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.

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.

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

6.1. 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.

6.2. Improved Windows Facing the Alley

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
- **Environment**
- **Stormwater Management**
- **Bike Security and Rideship**
- **Grain Art**
- **Comfort Zone**

#### Strengths
- Moderate daily temperatures only go above 90°F in the summer every few years. Daily temperatures rarely go below freezing in the winters, with snow only 1-3 days of the year on average. Wind speeds are generally calm as a yearly average of 6-5 knots.
- Bellingham management is a high priority in downtown permeable pavement exists except for broken or impermeable pavement.
- Rain gardens: installation of rain gardens exist in alleys.
- 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.
- Construction: initial costs to install as well as maintenance costs, road closure during construction which would disrupt current services conducted in alleys.
- Industrial alley: many alleys that have buildings on each side have no greenery within them.
- There are plenty of bike racks in the urban core.
- Alley Bike Routes: Many arterial and side streets have bike lanes or bike infrastructure network.

#### Weaknesses
- 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.
- Impermeable pavement: alleys consist of broken or impermeable pavement.
- Rain gardens: installation of rain gardens exist in alleys.
- Space and cost: Alleys do not have a lot of space, costs are associated with implementation and maintenance.
- Bike Security and Rideship: There are plenty of bike racks in the urban core.
- Alley Bike Routes: Many arterial and side streets have bike lanes or bike infrastructure network.

#### Opportunities
- Extend the comfort zone: heat lamps to aid temperature, string lights to aid solar exposure, capopies and awnings to protect from the rain.
- Stormwater runoff, could be incorporated as art/rainwater recycling pieces, (could also double as energy generation), solar charged lighting, rainwater recycling pieces, connection to nature, rain activated educational pieces.
- Stormwater runoff, could be incorporated as art/rainwater recycling pieces, (could also double as energy generation), solar charged lighting, rainwater recycling pieces, connection to nature, rain activated educational pieces.
- Culture: wind activated sculptures that are aligned to the city as part of the informal pedestrian network.
- The majority of the bike racks in the urban core are insecure and prone to bike theft.

#### Threats
- Smaller comfort zone: climate change will increase precipitation and cloud cover, increasing development and building heights will decrease solar exposure.
- Search for solutions: alleys receive limited amounts of rainwater 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.

#### Criteria
- **Vertical Greenery Systems**
- **Planter Boxes/ Added Greenery**
- **Interurban Alley Trails**

#### Strengths
- 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 Bank wall on either side of an alley are perfect places for a vgs to thrive.
- 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.
- 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.

#### Weaknesses
- 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.
- Industrial alley: many alleys that have buildings on each side have no greenery within them.
- Intervenur Alley trails: The city's informal pedestrian network.

#### Opportunities
- 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.
- Intervenur Alley trails: The city's informal pedestrian network.

#### Threats
- Created risks: gentrification, costs of implementation and maintenance, and debris from falling leaves.
- Impacts on the roadway: adding planter boxes onto the roadway could narrow the alleyway and impede on paths needed for services vehicles.

#### Land Use
- Cityscape: Land Use
- Interurban Alley trails: COB provides a system of trails (i.e. interurban trail) within the city as part of the informal pedestrian network.
- Bike Security and Rideship: There are plenty of bike racks in the urban core.
- Alley Bike Routes: Many arterial and side streets have bike lanes or bike infrastructure network.

#### Criteria
- **Environment**
- **Stormwater Management**
- **Bike Security and Rideship**
- **Grain Art**
- **Comfort Zone**

#### Strengths
- Moderate daily temperatures only go above 90°F in the summer every few years. Daily temperatures rarely go below freezing in the winters, with snow only 1-3 days of the year on average. Wind speeds are generally calm as a yearly average of 6-5 knots.
- Bellingham management is a high priority in downtown permeable pavement exists except for broken or impermeable pavement.
- Rain gardens: installation of rain gardens exist in alleys.
- 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.
- Construction: initial costs to install as well as maintenance costs, road closure during construction which would disrupt current services conducted in alleys.
- Industrial alley: many alleys that have buildings on each side have no greenery within them.
- There are plenty of bike racks in the urban core.
- Alley Bike Routes: Many arterial and side streets have bike lanes or bike infrastructure network.

#### Weaknesses
- 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.
- Impermeable pavement: alleys consist of broken or impermeable pavement.
- Rain gardens: installation of rain gardens exist in alleys.
- Space and cost: Alleys do not have a lot of space, costs are associated with implementation and maintenance.
- Bike Security and Rideship: There are plenty of bike racks in the urban core.
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- Extend the comfort zone: heat lamps to aid temperature, string lights to aid solar exposure, capopies and awnings to protect from the rain.
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- Search for solutions: alleys receive limited amounts of rainwater 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.
- Created risks: gentrification, costs of implementation and maintenance, and debris from falling leaves.
• There are many historic buildings in downtown Bellingham that contribute to aesthetic and character of the city.
• The historic buildings are disjointed and without reference to others; the historic aesthetic is pieced.
• Utilize alleyways as historic & self-guided tours, informative/historic art, connectivity info to other historic locations and Lummi Nation. Unused train track in #11 could be informed upon.
• Cost & maintenance/land use conflicts.

Transportation
• The bus depot in alley 10 is an important local hub providing transportation services.
• 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.
• Parking lots along alley 12 give space for redevelopment or improved access to alleyways. 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.
• More people could help to improve demographic diversity further and increase population.
• Direct adjacency to the bus depot could discourage alley activities once the alley is defined differently than the others.
• Increasing population means more housing is needed. If development plans aren’t implemented things will continue to get more expensive and less affordable.

Demographics
• The overall population of downtown Bellingham is growing, as well as its ethnic diversity.
• Some buildings are multi-use such as the corner of Holly and Railroad on alley 12.
• There is little to no housing along most of the alley. Most buildings are 1 or 2 stories with little alley frontage.
• A few buildings have unused housing space which could probably be remodeled.
• Damaged buildings in alley 10 could lower property value and discourage investment if left unaddressed.

Urban Morphology
• High connectivity—everything is closer together, meaning it is easier for pedestrians to travel between downtown destinations.
• Even though the alleys are connected through the core, they are generally underused spaces by pedestrians.
• Future events could be planned to continue down multiple blocks through the alleys.
• Events in the alley would decrease vehicle activity. Limiting garbage and delivery services businesses and residents rely on.
• Events and alleyway space by multiple parties on multiple floors of buildings.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways often lack lighting and visibility which decrease user confidence and can lead to crime or dangerous situations.
• Alleyways could contain designated spaces for art such as “frames” with credits and possibly lights. Alley art could play into summer events, farmers markets, or rallies.

Condensed Core
• Allows for greater sun exposure in alleyways, especially during winter months.
• Does not provide cooling shade during summer.
• Allows for denser use of alleyway space by multiple groups in alleyways.
• Comment could be added to increased safety and user confidence.
• Consistent lighting could be added.
• 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.
• Alleyways could contain designated spaces for art such as “frames” with credits and possibly lights. Alley art could play into summer events, or as part of the Bellingham Art Walk.

Culture
• Downtown Bellingham often has street performers or buskers.
• Kids could cater to the local economy and provide a common location for these activities.
• Alleyways often lack lighting and visibility which decrease user confidence and can lead to crime or dangerous situations.
• 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.
• Alleyways could contain designated spaces for art such as “frames” with credits and possibly lights. Alley art could play into summer events, or as part of the Bellingham Art Walk.

Art
• Alleyways in downtown Bellingham are full of street artwork.
• Alleyway artwork is often temporary, poorly located, conflicting with private property, and unsanitized.
• Alleyways could contain designated spaces for art such as “frames” with credits and possibly lights. Alley art could play into summer events, or as part of the Bellingham Art Walk.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.

Society & Culture
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways often lack lighting and visibility which decrease user confidence and can lead to crime or dangerous situations.
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• Does not provide cooling shade during summer.
• Allows for denser use of alleyway space by multiple parties on multiple floors of buildings.
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Criteria
Strengths
Weaknesses
Opportunities
Threats
Histecary
Alleyway
Information
Walk
• There are many historic buildings in downtown Bellingham that contribute to aesthetic and character of the city.
• The historic buildings are disjointed and without reference to others; the historic aesthetic is pieced.
• Utilize alleyways as historic & self-guided tours, informative/historic art, connectivity info to other historic locations and Lummi Nation. Unused train track in #11 could be informed upon.
• Cost & maintenance/land use conflicts.

Transportation
• The bus depot in alley 10 is an important local hub providing transportation services.
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• A few buildings have unused housing space which could probably be remodeled.
• Damaged buildings in alley 10 could lower property value and discourage investment if left unaddressed.

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• High connectivity—everything is closer together, meaning it is easier for pedestrians to travel between downtown destinations.
• Even though the alleys are connected through the core, they are generally underused spaces by pedestrians.
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• Events in the alley would decrease vehicle activity. Limiting garbage and delivery services businesses and residents rely on.
• Events and alleyway space by multiple groups in alleyways.
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• Does not provide cooling shade during summer.
• Allows for denser use of alleyway space by multiple groups in alleyways.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.

Short-1, 2 Story Buildings
• Allows for greater sun exposure in alleyways, especially during winter months.
• Does not provide cooling shade during summer.
• Allows for denser use of alleyway space by multiple groups in alleyways.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.

Tall-3, 5 Story Buildings
• Allows for denser use of alleyway space by multiple groups in alleyways.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
• Alleyways are sometimes more effective routes than sidewalks for certain demographics.
### 3.4 Hard & Soft Capacity Analysis Map: Alleys 10-12

![Map Diagram]

### 3.4 Capacity Analysis Spreadsheet: Alleys 10-12

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
<th>Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>75188</td>
<td>13,754</td>
<td>Gen Stores (Rite Aid)</td>
<td>Pay'n Save Building Partnership</td>
<td>$756,250</td>
<td>$864,821</td>
<td>1.14</td>
<td>Hard</td>
<td>Living Wall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75223</td>
<td>6,875</td>
<td>Eating Place (Bellingham Bar and Grill)</td>
<td>John E. Taimouris</td>
<td>$378,125</td>
<td>$718,669</td>
<td>1.90</td>
<td>Moderate</td>
<td>Walk-up Window</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75238</td>
<td>6,884</td>
<td>Meal Use (For Lease)</td>
<td>Augustino Investments LLC</td>
<td>$378,125</td>
<td>$211,264</td>
<td>0.56</td>
<td>Soft</td>
<td>Retail</td>
<td>6,884</td>
<td></td>
</tr>
<tr>
<td>75254</td>
<td>6,877</td>
<td>Oth Ret Trd (Lime Light Cinema)</td>
<td>Hall Properties LLC</td>
<td>$378,125</td>
<td>$285,488</td>
<td>0.76</td>
<td>Soft</td>
<td>Retail - Limelight is closing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75293</td>
<td>9,244</td>
<td>Auto Rep Ser (Jiffy Lube)</td>
<td>Belcher-Bellingham LLC</td>
<td>$591,500</td>
<td>$293,890</td>
<td>0.50</td>
<td>Soft</td>
<td>Rain runoff garden</td>
<td>~25% of available parking spaces</td>
<td></td>
</tr>
<tr>
<td>75314</td>
<td>11,393</td>
<td>Auto Rep Ser (Jiffy Lube)</td>
<td>Belcher-Bellingham LLC</td>
<td>$591,500</td>
<td>$293,890</td>
<td>0.50</td>
<td>Soft</td>
<td>Rain runoff garden</td>
<td>~25% of available parking spaces</td>
<td></td>
</tr>
<tr>
<td>75253</td>
<td>5,901</td>
<td>Oth Ret Trd (Everyday Music)</td>
<td>Tiscornia &amp; Sons LLC</td>
<td>$330,000</td>
<td>$325,739</td>
<td>0.99</td>
<td>Soft</td>
<td>Building does not take up entire parcel, surrounded by parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75237</td>
<td>5,908</td>
<td>Oth Ret Trd (Sugar on Magnolia, The Tiki Room)</td>
<td>Laird Corp</td>
<td>$302,500</td>
<td>$421,063</td>
<td>1.39</td>
<td>Hard</td>
<td>Art on the sides of this building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Property ID</td>
<td>Floor Area (Sq. Ft.)</td>
<td>Current Use</td>
<td>Owner</td>
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</tr>
<tr>
<td>75270</td>
<td>3,503</td>
<td>Barber/Beaut (Bellingham Tech Cosmetology Program)</td>
<td>Dreamteam Holding INC</td>
<td>$302,500</td>
<td>$1,446,129</td>
<td>4.78</td>
<td>Hard</td>
<td>Art on the sides of this building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75292</td>
<td>5,504</td>
<td>Mixed Use (Locksleys Paint)</td>
<td>Dale &amp; Susan Rogers</td>
<td>$308,000</td>
<td>$683,625</td>
<td>2.22</td>
<td>Hard</td>
<td>Art on the sides of this building</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75308</td>
<td>5,494</td>
<td>Eating Place (Casa Que Pasa, Ruthless Tatter)</td>
<td>Jaymarco LLC</td>
<td>$302,500</td>
<td>$484,209</td>
<td>1.60</td>
<td>Hard</td>
<td>Living Wall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75349</td>
<td>11,006</td>
<td>Other Ret Trd (Neckroom Arcade, Annas, the Local, Dark Tower Games)</td>
<td>Cross Family LLC</td>
<td>$350,000</td>
<td>$1,122,335</td>
<td>2.02</td>
<td>Hard</td>
<td>Living Wall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75370</td>
<td>5,499</td>
<td>OTHER RET TRD (Life Fitness, Hair Salon)</td>
<td>CREWS FAMILY LLC</td>
<td>$313,500</td>
<td>$469,971</td>
<td>1.50</td>
<td>Hard</td>
<td>Living Wall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75376</td>
<td>44,054</td>
<td>Bus Pass Locl (Whitcom Bus Station)</td>
<td>Whatcom Transportation Authority</td>
<td>$870,000</td>
<td>$1,000,000</td>
<td>1.15</td>
<td>Hard</td>
<td>Fencing along the alley separating the bus station from the businesses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75380</td>
<td>13,764</td>
<td>Paint/Glass (Sherwyn Williams)</td>
<td>1401 N State St LLC</td>
<td>$687,500</td>
<td>$351,829</td>
<td>0.53</td>
<td>Soft</td>
<td>Vending Drive thru in current parking space; potential for multi-use infill over entire lot</td>
<td>1/3 of parking space; entire lot Parking lot in the front of the building, not facing the alley</td>
<td></td>
</tr>
</tbody>
</table>

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<thead>
<tr>
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<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>75404</td>
<td>13,779</td>
<td>Bowling (20th Century Bowl)</td>
<td>20th Century Bowling INC</td>
<td>$550,000</td>
<td>$630,759</td>
<td>1.15</td>
<td>Moderate</td>
<td>Bifurcate the back of the bowling alley for a small restaurant walk-up businesses using the garage door on the back of the building</td>
<td>Back 25-50% of bowling alley given to new business, Garage door facing the alley. We represented this property as moderate.</td>
<td></td>
</tr>
<tr>
<td>75408</td>
<td>6,876</td>
<td>Othr Trds (Bellingham Underwriters, Repose Massage Therapy)</td>
<td>KSLJ LLC</td>
<td>$309,375</td>
<td>$1,185,832</td>
<td>3.83</td>
<td>Hard</td>
<td>Art Mural</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75423</td>
<td>6,991</td>
<td>Sporting Gds (Vital Climbing Gym)</td>
<td>Kelso Development INC</td>
<td>$309,375</td>
<td>$606,367</td>
<td>1.95</td>
<td>Hard</td>
<td>Art Mural &amp; historic plaque explaining the train tracks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75430</td>
<td>6,452</td>
<td>Mixed Use (Vital Yoga Studio)</td>
<td>Murano Family Revocable Living Trust</td>
<td>$206,280</td>
<td>$271,124</td>
<td>1.31</td>
<td>Moderate</td>
<td>Bike Storage 1-2 Parking spaces; uneven grade land</td>
<td></td>
<td></td>
</tr>
<tr>
<td>75441</td>
<td>10,320</td>
<td>Mixed Use (Worn Again Thrift, Bbay Running)</td>
<td>Fussner Building LLC</td>
<td>$484,715</td>
<td>$1,221,381</td>
<td>2.52</td>
<td>Moderate</td>
<td>Bike Storage 1-2 Parking spaces; uneven grade land</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Alley 11

Bus Pass Locl (Whitcom Bus Station) | Whatcom Transportation Authority | $870,000 | $1,000,000 | 1.15 | Hard | Fencing along the alley separating the bus station from the businesses |

Parking lot in the front of the building, not facing the alley. The building represented this property as moderate.
<table>
<thead>
<tr>
<th>Property ID</th>
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<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>75246</td>
<td>5,494</td>
<td>Retail Use</td>
<td>Hall Properties LLC</td>
<td>$302,500</td>
<td>$317,322</td>
<td>1.13</td>
<td>Hard</td>
<td>Tans the green facade into a living wall</td>
<td>Pre-existing green facade</td>
<td></td>
</tr>
<tr>
<td>75249</td>
<td>5,502</td>
<td>Automotive</td>
<td>Railroad Station LLC</td>
<td>$275,000</td>
<td>$96,261</td>
<td>0.35</td>
<td>Soft</td>
<td>Combine lots with 75249 to have laundry mat and a cafe under new residential</td>
<td>~11,000 Recently Burned Down</td>
<td></td>
</tr>
<tr>
<td>75170</td>
<td>5,501</td>
<td>Commercial</td>
<td>Railroad Station LLC</td>
<td>$302,500</td>
<td>$347,822</td>
<td>1.15</td>
<td>Hard</td>
<td>Turn this into mixed use development, combine lots with 75249, to have laundry mat and new cafe underneath residential</td>
<td>~11,000 Recently Burned Down</td>
<td></td>
</tr>
<tr>
<td>75118</td>
<td>5,486</td>
<td>Retail Use</td>
<td>Hall Properties LLC</td>
<td>$302,500</td>
<td>$347,822</td>
<td>1.15</td>
<td>Hard</td>
<td>Turn the green facade into a living wall</td>
<td>Pre-existing green facade</td>
<td></td>
</tr>
<tr>
<td>75155</td>
<td>2,748</td>
<td>Books</td>
<td>Konstantinos E Teimoris</td>
<td>$192,500</td>
<td>$211,562</td>
<td>1.10</td>
<td>Moderate</td>
<td>Extend new living wall to the back of the building, towards the alley</td>
<td>Has a mural on the side of the building, facing the parking lot. We represented this property as moderate</td>
<td></td>
</tr>
<tr>
<td>75198</td>
<td>17,156</td>
<td>Bank Serv</td>
<td>Railroad Station LLC</td>
<td>$373,322</td>
<td>$0</td>
<td>0.00</td>
<td>Soft</td>
<td>Add development potential, community garden, or bike storage facility.</td>
<td>~2,000 Large parking lot</td>
<td></td>
</tr>
<tr>
<td>75232</td>
<td>6,971</td>
<td>Drink Places</td>
<td>Railroad Station LLC</td>
<td>$378,125</td>
<td>$404,489</td>
<td>1.07</td>
<td>Hard</td>
<td>Mixed use, keep existing, add another restaurant/cafe where the for lease is at, and small parking lot to top</td>
<td>~11,000 Recently Burned Down</td>
<td></td>
</tr>
<tr>
<td>75140</td>
<td>5,453</td>
<td>Commercial</td>
<td>Railroad Station LLC</td>
<td>$189,090</td>
<td>$347,822</td>
<td>1.15</td>
<td>Hard</td>
<td>Turn the green facade into a living wall</td>
<td>Pre-existing green facade</td>
<td></td>
</tr>
</tbody>
</table>

88
<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use (Description)</th>
<th>Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio</th>
<th>Hard or Soft Analysis</th>
<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>75262</td>
<td>6,887</td>
<td>Eating Place (D'Anna's Cafe Italiano)</td>
<td>Kienast Properties LLC</td>
<td>$378,125</td>
<td>$408,540</td>
<td>1.08</td>
<td>Moderate</td>
<td>Transform the current outdoor seating area to a permanent outdoor seating area</td>
<td>~3,000</td>
<td>Seems to have outdoor seating tents on the alley, behind the building. We represented this property as moderate.</td>
</tr>
<tr>
<td>75303</td>
<td>20,621</td>
<td>Off-Ret (Restaurant and For Lease)</td>
<td>Newell LLC</td>
<td>$928,125</td>
<td>$1,951,387</td>
<td>2.10</td>
<td>Moderate</td>
<td>Transform the parking lot into a pedestrian walkway</td>
<td>Has outdoor seating and a parking lot, also a gated trash containment area. We represented this property as moderate.</td>
<td></td>
</tr>
</tbody>
</table>
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, which 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.

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.

SOCIAL AND HUMAN CAPITAL

3.1 Update Mural
Properties #75237, #75239, #75292, and #75298
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.

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

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...
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.

6.1 LED String Lighting

Property #75293

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

6.2 Bike Storage

Property #75293

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 3.4.8: Example of a trash corral.

CONNECTIVITY AND PUBLIC SAFETY

6.3 LED String Lighting

Entire Alley

Figure 3.4.9: String lighting in Pioneer Square alley.

Figure 3.4.10: Secure bike storage.

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.

OPEN SPACE/PARKS/PLAZAS

2.2 Pocket Park

Properties #75430 and #75441

These properties comprise approximately 4,000 sq. ft. 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.

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.
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 alley’s approachability and 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.
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 remediated.

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.

1.2 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.

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.

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Figure 3.4.17: Example of a small cafe space. Source

Figure 3.4.18: Example of a small urban plaza. Source

SOCIAL AND HUMAN CAPITAL

3.4 Small Playground
Property #75210
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

ENVIRONMENTAL/SUSTAINABILITY

4.7 Upgrade Green Facade
Property #75146
The vines which face the alley on some buildings could be improved on this property to an upgraded green facade that will be consistent and stay green in the winter.

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.
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.

---

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

<table>
<thead>
<tr>
<th>Applicable Alley(s)</th>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>13, 14, 15</td>
<td>Climate</td>
<td>• High degree of solar exposure throughout the majority of the alley due to lack of abutting buildings&lt;br&gt;• Buildings abutting the majority of the alley provide ample protection from variable elements</td>
<td>• Lack of sunlight on a majority of the alley often results in rain and wind&lt;br&gt;• Lack of open space leads to low solar exposure</td>
<td>• Additional lighting, awnings, and heat lamps&lt;br&gt;• Substantial lighting, heat lamps, and possibly awnings/canopies</td>
<td>• Financial disincentive and climate change may exacerbate the impacts of precipitation and wind</td>
</tr>
<tr>
<td>13, 14, 15</td>
<td>Stormwater Management</td>
<td>• Lack of abutting buildings on a majority of the alley allows for greater capacity for stormwater management strategies to make an impact&lt;br&gt;• Small green strip with trees on one side already and a lack of abutting buildings on the majority of the alley allow for greater capacity for stormwater management strategies to make an impact</td>
<td>• Amount of stormwater may exceed operational capacities and frequent automobile usage requires continual interventions</td>
<td>• Available space for rain gardens</td>
<td>• Financial disincentive and increased urbanization may reduce the amount of viable space</td>
</tr>
<tr>
<td>13, 14, 15</td>
<td>Greening Strategy</td>
<td>• Some greening already in place (ivy on brick walls)&lt;br&gt;• 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</td>
<td>• Lack of substantially large blank walls on the street level for possible large-scale vertical greening and east-facing walls are best suited for low to moderate light plants&lt;br&gt;• West facing walls may receive too much solar exposure during the summer months</td>
<td>• Planter boxes, green art, and small-scale vertical greening</td>
<td>• Financial disincentive&lt;br&gt;• Climate change and increased urbanization</td>
</tr>
</tbody>
</table>

**Figure 3.4.21:** Paving stones in Philadelphia alley.
### Applicable Alley(s)
<table>
<thead>
<tr>
<th>Criteria</th>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>• The businesses present all promote financial gain with bars, clubs, food, and ATM</td>
<td>• Not much variation of use. Predominantly commercial activities with low density due to short buildings and few parking lots</td>
<td>• Potential for open space to be used for a variety of purposes</td>
<td>• ADA or green space not to be limited</td>
</tr>
<tr>
<td></td>
<td>• Open space is not open to the public, only those living in the apartments</td>
<td>• Potential for open space to be used for a variety of purposes</td>
<td>• ADA or green space not to be limited</td>
<td></td>
</tr>
<tr>
<td>Demographics</td>
<td>• Provides a variety of jobs within the few pre-existing buildings</td>
<td>• Rain gardens are easy to retrofit onto the existing buildings</td>
<td>• Rain barrels/gardens implementation realistic</td>
<td>• N/A</td>
</tr>
<tr>
<td></td>
<td>• Provides housing for all income levels</td>
<td>• Reduces pressure on stormwater management facilities by mitigating impervious surface runoff</td>
<td>• N/A</td>
<td></td>
</tr>
<tr>
<td>Building Heights</td>
<td>• Short buildings keep the height to a natural scale</td>
<td>• Living too close to city center can lead to noise pollution</td>
<td>• N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Short buildings create a low-density block, which means businesses would not have to compete for alley space</td>
<td>• Multiple apartment buildings</td>
<td>• Potential for open space to be utilized or left open for a well lit alleyway</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Rain gardens are easy to retrofit onto the existing buildings</td>
<td>• Provides no housing</td>
<td>• Could be better suited for art installations and murals instead of events and outdoor seating</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The 7-story Herald building</td>
<td>• Low density due to short buildings</td>
<td>• Less competition for alley space means existing businesses can have larger seating areas</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley</td>
<td>• If open space is utilized fully, it will lead to less alley visibility which could have negative impacts on the alley</td>
<td>• Pedestrians may feel unsafe if the parking lot would not be a great view for outdoor cafe seating</td>
<td></td>
</tr>
<tr>
<td>Urban Morphology</td>
<td>• The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley</td>
<td>• More sunny hours for outdoor seating. Also allows outdoor for the farmer’s market</td>
<td>• Not very well lit, there are just some standard streetlights</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• This variation in building heights makes for an unbalanced feel to the alley’s definition</td>
<td>• No frontage along alley, just back door</td>
<td>• Potential to add to the existing shrubbery and add to the existing businesses</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley</td>
<td>• Territorial concerns</td>
<td>• Potential to use these open spaces for events and outdoor seating installations and murals instead of events and outdoor seating</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley</td>
<td>• No frontage along alley, just back door</td>
<td>• Potential to add to the existing shrubbery and add to the existing businesses</td>
<td></td>
</tr>
</tbody>
</table>

### Alley(s)

#### 13, 14, 15
- Building Heights
  - • Short buildings keep the height to a natural scale
  - • Short buildings create a low-density block, which means businesses would not have to compete for alley space
  - • Rain gardens are easy to retrofit onto the existing buildings

#### 13, 14, 15
- Parking & Seating
  - • Unlimited area of alley lots in parking lot for nearby businesses. The beer garden/parking lot is set back from the street

#### 13, 14, 15
- Urban Morphology
  - • The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley
  - • The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley

#### 13, 14, 15
- Street Characters
  - • Two murals opposite the Underground and an even smaller mural building

#### 13, 14, 15
- Setbacks
  - • Provides parking and drive thru space
  - • Large parking lot/setback in front of La Farmeuse Pizza, allows for parking

#### 13, 14, 15
- New Dimensions
  - • No frontage along alley, just back door entrances and a rear entrance

#### 13, 14, 15
- Parking & Seating
  - • Unlimited area of alley lots in parking lot for nearby businesses. The beer garden/parking lot is set back from the street

#### 13, 14, 15
- Urban Morphology
  - • The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley
  - • The alley may have less businesses, but it does not mean in a space there are no other popular clubs and bars along this alley

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#### 13, 14, 15
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  - • Two murals opposite the Underground and an even smaller mural building

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- Setbacks
  - • Provides parking and drive thru space
  - • Large parking lot/setback in front of La Farmeuse Pizza, allows for parking
### Alley 13, 14, 15

#### Alley-Way Perceptions
- Good pedestrian routes while also improving local ecology
- Filters out silt, other debris, and improves water quality
- Pedestrian traffic is often highest during weekend nights
- Bicycle and pedestrian thoroughfare with easy connection to downtown's destinations
- The alleys serve as a practical space for utility connections and some art on the wall
- Cap Hanson's has a nice mural along the alley
- Some of the sights are difficult for those who experience disabilities to see
- Some of the older clubs and bars such as The Royal, The Underground, and Cap Hanson's
- Potential for micro park between walls (lots of potential mural space)

#### Society and Culture
- Business may not want alleys in their back yard
- Alley ways are often used for utility connections and some art on the wall
- Safety and security
- Add visual appeal
- Bike lanes along N State St and E Charnel
- Marked bike lanes along N Nye St and F Charnel
- Bike ridership and equity

#### Transportation
- Mostly people downtown still cite walk
- Potential conflicts of whether space should be for utility or aesthetic purposes
- Opportunity to repave railroad with Samish lane decrease.

#### Formal/Informal
- Alleys are currently a disconnected space for commercial and social activities, as well as parking, storage, and delivery.
- Potential to be used for illegal activities, but not currently a risk.
- Some artwork may be vulgar to some
- Improved quality of alleyway does not mean a change in perception

#### Informal
- Parking Lots
- Rain gardens are easy to retrofit onto the pre-existing built environment, flexible implementation and are cheap, while also improving local ecology
- These are underutilized parking infrastructure, no formal street network

#### Pedestrian
- Potential to be used for illegal shipments, and disposal of waste
- Seen as a space only for travel, and not for local businesses
- Promotes local businesses adjaing alleys
- Businesses may not want alleys in their back yard
- Add visually appealing elements
- Improves safety
- Improvements of lighting and security
- Hercules

#### Recycling
- Potential to be used for illegal shipments, and disposal of waste
- Seen as a space only for travel, and not for local businesses
- Lack of visually appealing elements
- Unsightly and waste space
- Lack of good lighting throughout

#### Criteria
- Strengths
- Weaknesses
- Opportunities
- Threats

#### Performance
- • Good pedestrian routes while also improving local ecology
- • Filters out silt, other debris, and improves water quality
- • Pedestrian traffic is often highest during weekend nights
- • Bicycle and pedestrian thoroughfare with easy connection to downtown's destinations
- • The alleys serve as a practical space for utility connections and some art on the wall
- • Cap Hanson's has a nice mural along the alley
- • Some of the sights are difficult for those who experience disabilities to see
- • Some of the older clubs and bars such as The Royal, The Underground, and Cap Hanson's
- • Potential for micro park between walls (lots of potential mural space)

#### Network
- Alleys
- Pedestrian
- Bike lanes along N State St and E Charnel
- Marked bike lanes along N Nye St and F Charnel
- Bike ridership and equity

#### Comprehensive and Downtown Plans
- The road is still very full of cars, though they typically drive slow
- Residents pressure on maintenance management facilities by mitigating impervious surfaces
- Generous amounts of rain annual make it easy to implement rain barrels/gardens
- • More people downtown still cite walk
- • Most people downtown still cite walk
- • Potential conflicts of whether space should be for utility or aesthetic purposes
## 3.5 Hard & Soft Capacity Analysis Map: Alleys 13-15

### 3.5 Capacity Analysis Spreadsheet: Alleys 13-15

<table>
<thead>
<tr>
<th>Property ID</th>
<th>Floor Area (Sq. Ft.)</th>
<th>Current Use</th>
<th>Owner</th>
<th>Land Value</th>
<th>Improvement Value</th>
<th>Ratio</th>
<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>74931</td>
<td>5,995</td>
<td>Mixed Use</td>
<td>Just Poke, Cap Hanson, Hand to Mouth Art Studios</td>
<td>$174,000</td>
<td>$147,230</td>
<td>0.85 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>74950</td>
<td>10,491</td>
<td>Mixed Use</td>
<td>Jimmy John's Off/Ret</td>
<td>$174,000</td>
<td>$147,230</td>
<td>0.85 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>75055</td>
<td>2,748</td>
<td>Drink Places</td>
<td>The Royal Nightclub</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>75072</td>
<td>2,752</td>
<td>Drink Places</td>
<td>The Royal Nightclub</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>75023</td>
<td>2,752</td>
<td>Drink Places</td>
<td>Key Bank Bifold Drive Up Partnership LLP</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>74951</td>
<td>10,993</td>
<td>Key Bank (Parking and Kiosk)</td>
<td>City of Bellingham Finance Department</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
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</tr>
<tr>
<td>74762</td>
<td>5456</td>
<td>Parking lot</td>
<td>Daniel M. Pritchett</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>74783</td>
<td>5,997</td>
<td>Parking lot</td>
<td>John H. Blethen</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>74798</td>
<td>2,799</td>
<td>Parking lot</td>
<td>John H. Blethen</td>
<td>$70,000</td>
<td>$240,000</td>
<td>3.43 Moderate</td>
<td>Wall facing alley could become an artwalk.</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
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<tr>
<td>Property ID</td>
<td>Floor Area (Sq. Ft.)</td>
<td>Current Use</td>
<td>Owner</td>
<td>Land Value</td>
<td>Improvement Value</td>
<td>Ratio</td>
<td>Hard or Soft Capacity Analysis</td>
<td>Potential Use</td>
<td>Potential Size (Sq. Ft.)</td>
<td>Notes</td>
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</tr>
<tr>
<td>79802</td>
<td>13,757 sq. ft.</td>
<td>Parking Lot</td>
<td>RANSEL LENNAR, JOHN L. MASSEY, LANA J. BROOKINGS</td>
<td>$750,000</td>
<td>N/A</td>
<td>N/A</td>
<td>Hand</td>
<td>-12,557 sq. ft.</td>
<td>Small kiosk, otherwise the entire parcel is parking</td>
<td></td>
</tr>
<tr>
<td>79825</td>
<td>13,756 sq. ft.</td>
<td>Parking Lot</td>
<td>SEKANAN PROPERTIES TRUST</td>
<td>$950,000</td>
<td>$7,500</td>
<td>0.08</td>
<td>Soft</td>
<td>Parking lot could be pop-up one event center venue.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79861</td>
<td>13,750 sq. ft.</td>
<td>Mixed Use</td>
<td>HALL PROPERTIES LLC</td>
<td>$850,250</td>
<td>$2,650,677</td>
<td>3.18</td>
<td>Hand</td>
<td>Potential mural space -1,150 sq. ft.</td>
<td>Small setback along alley</td>
<td></td>
</tr>
<tr>
<td>79812</td>
<td>13,756 sq. ft.</td>
<td>Parking Lot</td>
<td>CITY OF BELLINGHAM</td>
<td>$1,000,000</td>
<td>$10,000</td>
<td>1.00</td>
<td>Moderate</td>
<td>Additional parking lot deadhead space available -20,940 sq. ft. Big open space, lots of parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>79857</td>
<td>6,030 sq. ft.</td>
<td>Parking Lot</td>
<td>CITY OF BELLINGHAM</td>
<td>$323,700</td>
<td>$4,000</td>
<td>0.08</td>
<td>Soft</td>
<td>Barrow or shift garbage cans in the back enough for two cars to pass by each other</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79870</td>
<td>4,990 sq. ft.</td>
<td>Fire Station</td>
<td>BOTHAM BROTHERS LLC</td>
<td>$300,000</td>
<td>$445,000</td>
<td>1.48</td>
<td>Moderate</td>
<td>Provide covered parking options</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Property ID</th>
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<th>Current Use</th>
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<th>Hard or Soft Capacity Analysis</th>
<th>Potential Use</th>
<th>Potential Size (Sq. Ft.)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>79865</td>
<td>5,472 sq. ft.</td>
<td>Parking Lot</td>
<td>HERALD BUILDING LLC</td>
<td>$120,000</td>
<td>$2,400</td>
<td>0.04</td>
<td>Hard</td>
<td>Wall facing the parking lot is large enough to put up a mural</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79813</td>
<td>6,376 sq. ft.</td>
<td>Parking Lot</td>
<td>SCOTTISH RITE TEMPLE OF BELLINGHAM</td>
<td>$343,750</td>
<td>$389,483</td>
<td>1.13</td>
<td>Moderate</td>
<td>Update storefront with more vibrant shrubs and add lighting</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79834</td>
<td>6,376 sq. ft.</td>
<td>Mixed Use</td>
<td>STATE STREET PLACE LLC</td>
<td>$389,375</td>
<td>$1,014,426</td>
<td>2.61</td>
<td>Hard</td>
<td>Wall facing the parking lot is large enough to put up a mural</td>
<td>~682</td>
<td>Small setback along alley</td>
</tr>
<tr>
<td>79865</td>
<td>11,261 sq. ft.</td>
<td>Parking Lot</td>
<td>HERALD BUILDING LLC</td>
<td>$450,200</td>
<td>$11,799</td>
<td>0.03</td>
<td>Soft</td>
<td>Increase the lighting by introducing lightpoles. Add parking lot shrubbery where available</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79880</td>
<td>12,261 sq. ft.</td>
<td>Parking Lot</td>
<td>HERALD BUILDING LLC</td>
<td>$450,200</td>
<td>$11,799</td>
<td>0.03</td>
<td>Soft</td>
<td>Increase the lighting by introducing lightpoles. Add parking lot shrubbery where available</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79869</td>
<td>12,261 sq. ft.</td>
<td>Parking Lot</td>
<td>HERALD BUILDING LLC</td>
<td>$512,400</td>
<td>$9,039</td>
<td>0.02</td>
<td>Soft</td>
<td>Increase the lighting by introducing lightpoles. Add parking lot shrubbery where available</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79880</td>
<td>12,261 sq. ft.</td>
<td>Parking Lot</td>
<td>HERALD BUILDING LLC</td>
<td>$7,750</td>
<td>$1,014,426</td>
<td>3.28</td>
<td>Hard</td>
<td>Wall facing the parking lot is large enough to put up a mural</td>
<td>~682</td>
<td>Small setback along alley</td>
</tr>
<tr>
<td>79870</td>
<td>2,746 sq. ft.</td>
<td>House of Orient Thai Cuisine</td>
<td>Kienast Properties LLC</td>
<td>$206,250</td>
<td>$383,164</td>
<td>1.86</td>
<td>Moderate</td>
<td>Add windows and access from cafe to alley. Space for VGS, murals/art. Introduce green roof</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>79870</td>
<td>5,490 sq. ft.</td>
<td>House of Orient Thai Cuisine</td>
<td>Kienast Properties LLC</td>
<td>$302,000</td>
<td>$539,484</td>
<td>1.78</td>
<td>Moderate</td>
<td>Add windows and access from cafe to alley. Space for VGS, murals/art. Introduce green roof</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Property ID</td>
<td>Floor Area (Sq. Ft.)</td>
<td>Current Use</td>
<td>Owner</td>
<td>Land Value</td>
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<td>Hard or Soft Capacity Analysis</td>
<td>Potential Use</td>
<td>Notes</td>
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<tr>
<td>177575</td>
<td>13,739 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>The Condor Apartments LLC</td>
<td>$1,500,000</td>
<td>N/A</td>
<td>N/A</td>
<td>More efficient and visually appealing waste management. Inclusion of art.</td>
<td>Garbage collection</td>
<td>Small setback along alley, used for garbage collection.</td>
<td></td>
</tr>
<tr>
<td>177576</td>
<td>28,078 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>The Sandpiper Apartments LLC</td>
<td>$1,500,000</td>
<td>N/A</td>
<td>N/A</td>
<td>Replacing chain link fence with plants and artwork</td>
<td>N/A</td>
<td>Large parking lot along alley</td>
<td></td>
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<tr>
<td>176322</td>
<td>14,855 sq. ft.</td>
<td>MIXED USE</td>
<td>Naan &amp; Brew, The Shearwater Apartments</td>
<td>$1,475,000</td>
<td>$7,514,066</td>
<td>5.09</td>
<td>More efficient and visually appealing waste management. Inclusion of art.</td>
<td>Garbage collection</td>
<td>Small setback along alley, used for garbage collection.</td>
<td></td>
</tr>
<tr>
<td>176323</td>
<td>28,231 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>The Turnstone Apartments LLC</td>
<td>$1,350,000</td>
<td>N/A</td>
<td>N/A</td>
<td>Replacing chain link fence with plants and artwork</td>
<td>N/A</td>
<td>Large parking lot along alley</td>
<td></td>
</tr>
<tr>
<td>175777</td>
<td>6,891 sq. ft.</td>
<td>OTHR RET TRD</td>
<td>Morse Hardware Company LLC</td>
<td>$425,320</td>
<td>$1,355,091</td>
<td>3.19</td>
<td>More efficient and visually appealing waste management. Inclusion of art.</td>
<td>Consolidation of waste management</td>
<td>Space could be occupied by temporary art installation where building's vacant</td>
<td></td>
</tr>
</tbody>
</table>

**Property ID** | **Floor Area (Sq. Ft.)** | **Current Use** | **Owner** | **Land Value** | **Improvement Value** | **Ratio** | **Hard or Soft Capacity Analysis** | **Potential Use** | **Notes** |
<table>
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<tbody>
<tr>
<td>70923</td>
<td>6,894 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>BAAS Thoms, The Bike West Studio Thoms Chelsea</td>
<td>$412,500</td>
<td>$881,937</td>
<td>2.14</td>
<td>Moderate</td>
<td>Some space that could include art or visual improvement.</td>
<td>~305 Setback along alley</td>
</tr>
<tr>
<td>70924</td>
<td>6,883 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>Pepper Sisters, Honey Moon Alley Bar &amp; Ciderhouse EATING PLACE</td>
<td>$446,875</td>
<td>$1,105,163</td>
<td>2.47</td>
<td>Hard</td>
<td>Additional art, plants, seating, and lighting.</td>
<td>~1,102 Setback along alley</td>
</tr>
<tr>
<td>70919</td>
<td>12,770 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>Morse Hardware Company LLC</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Hard</td>
<td>Additional art or visual improvement of building facade.</td>
<td>~74 Allowartment</td>
</tr>
<tr>
<td>70925</td>
<td>10,162 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>Morse Hardware Company LLC</td>
<td>$425,320</td>
<td>$1,355,091</td>
<td>3.19</td>
<td>Hard</td>
<td>Consolidation of waste management.</td>
<td>~350 Multiple shops on ground floor with multiple residential spaces above</td>
</tr>
<tr>
<td>70930</td>
<td>6,883 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>Hall Properties LLC</td>
<td>$330,265</td>
<td>$451,420</td>
<td>1.35</td>
<td>Moderate</td>
<td>Space could be occupied by temporary art installation where building's vacant</td>
<td>~100 On the market for potential buyers of space.</td>
</tr>
<tr>
<td>70926</td>
<td>10,080 sq. ft.</td>
<td>RM 60 UNITS</td>
<td>Keyser Cadesy CONDOMINIUMS</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Hard</td>
<td>Space could be occupied by temporary art installation where building's vacant</td>
<td>~496 Setback along alley Tax Exemption</td>
</tr>
</tbody>
</table>

100

111
Alleys 13, 14, & 15

1. 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.

2. Open space
   2.1. Pocket Park

3. Social and human capital
   3.1. Plan/art wall
   3.2. Vendor row
   3.3. Pavement art
   3.4. Improve frontage
   3.5. Food truck parking
   3.6. Mall
   3.7. Lighting & food vendors

4. Environmental/sustainability
   4.1. Greenery
   4.2. Living wall
   4.3. Utilities
   4.4. Waste compilation
   4.5. Improve garbage area
   4.6. Public safety
   4.7. Lighting
   4.8. Street lights

5. Utilities

6. Waste Consideration

7. Neon Lighting and Food Trucks

DEVELOPMENT OPPORTUNITIES

OPEN SPACES / PARKS / PLAZAS

113
Alley 14

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 #7457
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 park would replace existing parking abutting La Fiamma Pizzza. 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.

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. Adding planter boxes and other greenery will help strengthen this location as an attraction point by improving aesthetics and sense of place.

5.1. Consolidated Waste
PUBLIC SAFETY

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.

ALLEY 15

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.

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.

Figure 3.5.4: Neon light pattern that could be used for the club scene
Figure 3.5.5: Example mural for parking lot
Figure 3.5.6: Current garbage setup
Figure 3.5.7: Example of open-faced garage restaurant

Alley 15

Figure 3.5.4: Example mural for parking lot
Figure 3.5.5: Planters boxes
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.

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.

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.

4.0 Integrative Conceptual Plan

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.

5.2 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.

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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

RATIONALITY

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 reflect 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

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.

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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

**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.

**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 these water features throughout the downtown core. This required removing some features, like permeable paving, and adding others in their place.
4.5 Bike Plan Integrative Conceptual Map

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

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

Alley 1 Ideation Map

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 further 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 it's 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.
Figure 5.1.10. Just around the corner at the edge of parcel 74673 is a bulletin board at the corner of the parking lot, showing alley 1 as the “gateway to the arts district” amid 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 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 74663 that shows “Old Bellinghamm.” 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

Alley 2 Elevation Views

Figure 5.1.14. Revised Alley 2 Ideation Map

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.
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.
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 flowers. 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 aesthetics of this specific Bellingham alley. Planter boxes can also be seen lining both sides of the alley further 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 accentuate the historical brick of alley 3.
Figure 5.1.42. In front of Parcel 74572 is an open wall that was selected to be the location of the consolidated garbage currales for Alley 3. These currales 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.
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.

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 food truck.
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

Figure 5.2.3 Updated ideation map for alleys 4-6.

Alley 4 Ideation Map

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

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 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; Chuckanut 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.
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

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

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 Akrototi, and India Grill looking South.

Figure 5.2.30  New expanded outdoor seating for JUXT, Cafe Akrotori, and India Grill looking South-East, occupying half of current Cafe Akrotori 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

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 disregarded 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.
Figure 5.3.2: Revised conceptual ideation map for Alley 7

5.3 Alley 7: Elevation Views

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.
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 framing 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 northwestern 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 placed out of view and out of public alley space.

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 on top 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 its place with uniquely styled design combined with added rooftop green space for its residents.

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.
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 5.3.29: 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 in 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.
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.

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.
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.

5.4 Alleys 10-12 Revised Ideation Map
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.
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 5.4.9

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.

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 5.4.13: Northeast entrance of alley 11.

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 snack bar 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

**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

- Development opportunities
  - 1. Repurpose garage
  - 1.1 Infill
- Public safety
  - 6.1 Lighting
  - 6.2 Nosing
- Alley 13
  - 3.2 Consolidate waste and mosaic with attractive fencing
- Alley 14
  - 3.2 Consolidate waste and mosaic with attractive fencing
- Alley 15
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.

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 alley 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