



Final Report

March 2024

Lincoln Creek Urban Village

WWU Urban Transitions Studio

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Chapter 1: Introduction

SUBAREA & PURPOSE

The 2016 Bellingham Comprehensive Plan outlines growth projections for the city until the year 2036. These projections predict residential growth of 32% between 2016 and 2036, from around 94,000 residents in 2016, to 124,000 in 2036. This growth is well under way, and with rising housing costs, the City of Bellingham must be nimble in its response; reimagining the fabric of our urban areas to accommodate this growth is paramount.

According to the Washington Department of Commerce, Whatcom County will need to build 34,377 housing units over the next twenty years. This development will need to meet the needs of all income levels, including 18,053 units affordable to those making under 50% of area median income, 5,970 for 50-100% of area median income, and 10,354 for households making more than the area median income. As Whatcom's largest city, much of this housing will likely be built in Bellingham, and the majority must be affordable to households making less than 50% of the area's median income.

Many Bellingham residents call Lincoln Street and the surrounding area home. An even larger proportion of the Bellingham & Whatcom County population utilizes the space for its community facilities, parks, and commercial services. This area is important to the continued growth and well-being of Bellingham, and it is imperative that it functions well not only for current and future residents but also for its many visitors. This proposal focuses on an area outlined and defined through careful consideration by the WWU Urban Planning Studio, introducing a new "Urban Village" to the city's portfolio of Urban Villages. This proposal for the Urban Village follows the framework of those which already exist (Samish Way and Barkley).

The Lincoln Creek Urban Village runs along the entirety of the section of Lincoln Street east of Interstate 5 (I-5). From the intersection at Samish way in the south, to its transition into Meador Avenue

in the north, Lincoln Street currently serves as the backbone to an already diverse set of uses and urban amenities. The presence of multifamily housing, office space, Fred Meyer, Whole Foods, single family residences, Lakeway Estates mobile home park, Civic Field, Carl Cozier Elementary, Lincoln Creek, Haskell Business Park, multiple hotels, coffee shops, and many other smaller scale businesses are evidence that this corridor is already a thriving, central part of Bellingham's urban fabric.

Designating an Urban Village will help reinforce this pattern, assist the city in meeting the needs of a growing population, and has potential to provide economic opportunities, additional recreation areas, and better connectivity to other areas of the city.



Figure 2 - Looking Westward on Lakeway and I-5 (City of Bellingham, 2021)



Figure 1 - Looking South over Lakeway Estates Mobile Home Park (Compass, n.d.)

HISTORIC & NATURAL CONTEXT

History

The land on which the City of Bellingham was settled, as a part of the Salish Sea Basin, has been occupied by the various tribes of the Coast Salish people since time immemorial. Tribes including Lummi, Nooksack, Saanich, Samish, Semiahmoo, and Songhees, have called this place home for thousands of years, with overlapping and dynamic regional territories. Indigenous populations occupied seasonal fishing villages along Bellingham Bay, including the mouth of Whatcom Creek, fed by the watershed included in the study area. The area's ecology includes Whatcom Creek along the area's northern border, and Lincoln Creek, which runs directly through the study area.

In the years since European settlement, the area has undergone many changes. Initially farmlands, the building of I-5 changed the area's pattern towards what is seen today: a collection of mostly single-family housing throughout the Puget and Samish neighborhood with a busy commercial hub at its center near the highways exits.



Figure 3 - Intersection of Lakeway and Lincoln in 1975 (COB, n.d.)

Existing Conditions

The Lincoln Creek Urban Village is an important part of the urban landscape of Bellingham hosting two major grocery stores, small businesses, several banks, the Civic Field stadium and Geri Fields, Carl Cozier Elementary school, and one of the most trafficked stretches of roads in the city surrounding the intersection of Lakeway Drive and Lincoln Street. This intersection, at the core of this project's focus area, is primarily autocentric and is difficult and uncomfortable to traverse via active transit modalities such as walking and biking. Housing in the area primarily consists of single-family houses, but several examples of multi-family and missing middle housing developments are present, from medium scale apartment complexes to townhouses & duplexes.

Civic Field functions as a central gathering place for activities for many people within not just Bellingham, but around the region, hosting teams during sporting events and visitors for events. Several baseball fields host softball and kickball tournaments in the summer.

Lincoln Creek, part of the watershed system draining into Whatcom Creek and eventually Bellingham Bay, is in varying states of ecological health throughout its south-to-north flow. In several areas, including under Fred Meyer and Haskell Business center, the creek is buried beneath the ground in pipes / culverts.

Connectivity is hindered by the presence of I-5, especially regarding pedestrian and bicycle mobility. It is only possible to safely pass from the east side of the highway to the west side at one location along Lincoln Street for those using modes of transportation other than a vehicle.

Chapter 2: Project Vision

NARRATIVE

Imagine Lincoln Creek Corridor in the future: Electric buses cross over I-5 efficiently with a newly opened bus and active transportation bridge connecting via Maple Street in the Samish Urban Village, now one of Bellingham's several bustling urban centers. The bus drops riders off at the park and ride which now not only hosts parking spaces in a structured parking garage but also boasts inner courtyard styled apartments and extensive greenspaces. Pedestrians can safely leave this area on bike paths and sidewalks that are now buffered from the autocentric roadway. If community members want to take a more scenic route to the northern area of Lincoln Street, they can choose to hike along a walking trail that winds alongside a daylighted Lincoln Creek, now a part of the city's network of Greenways.

Additional mixed-use buildings are seen as people stroll along pedestrian areas. Residents migrate down from their homes above retail spaces as visitors enjoy coffee shops and frequent other small businesses. The urban village's central hub of activity can be seen at the intersection of Lakeway Drive and Lincoln Street. The lot that was once home to Fred Meyers has been reconfigured as a multi-use shopping plaza, providing housing, groceries, retail, bars and restaurants. Lincoln Creek has been restored and brought to the surface (known as daylighting) and provides a water feature for both children and adults to enjoy.

Carl Cozier Elementary School is no longer located on this bustling intersection. In its place is a multi-story housing complex with a community center on its ground floor providing resources for everyone calling the urban village home. The center includes a pedestrian walkway which allows for direct connection to the Civic Field area. The newly built replacement Carl Cozier Elementary School can be found in the middle of the Civic Field's recreational area, tucked into an idyllic forested setting. Away

from the busy intersection of Lakeway Drive and Lincoln Street, students now have a quiet, safe, learning environment and access to Civic Field's recreational assets. This new location and the Civic Center amenities are frequently accessed by York neighborhood families through a brightly lit pedestrian tunnel at York Street that connects the two sides of I-5.

At the very north of Lincoln Street Urban Village, residents and visitors are met with a transformed Haskell Business Park. Local Bellingham businesses are still present and are now accompanied by daycare centers, housing, eateries, and a creekfront linear park space.

CURRENT CHARACTER

Housing

Currently, there are 144 residential buildings within the Lincoln Creek Urban Village boundary. Within this boundary, multi-family housing makes up 44.4% of these units. This includes duplexes, triplexes, fourplexes, condominiums, and apartment buildings. Single-family homes make up the remaining 55.6% of residential buildings.

Lincoln Creek Urban Village Housing Typologies by Parcel

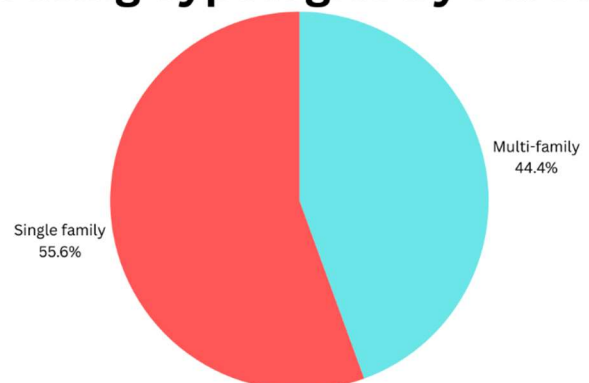


Figure 4 - Housing Typologies Numbers

Employment

Lincoln Creek Urban Village has various employment opportunities, the largest being Fred Meyer. Whole Foods, Carl Cozier Elementary, Civic Field, the Sportsplex Arena (Bellingham Parks and Recreation), and Haskell Corporation are also sizeable employers alongside many smaller businesses along Lincoln Street and King Street.

POTENTIAL FOR REDEVELOPMENT

With increasing housing demands and the need for future employment opportunities in the area, the potential for redevelopment is increasing and will continue to rise as buildings age. The Commercial Core that has been identified at the intersection of Lakeway Drive and Lincoln Street (see Zoning) is an especially prescient opportunity for increased development with older buildings such as the aging Carl Cozier Elementary School (1950) and Fred Meyer (1974) which could be replaced with structures which more efficiently utilize their footprint on the land and meet the demand for more affordable housing.



Figure 5 - Fred Meyer Site on Lakeway Drive and Lincoln Street (Commercial Brokers Association, 2019)

GUIDING IDEALS

The City of Bellingham (COB) will see considerable amounts of growth in the coming years. Due to the services and recreation already present in this area, the Lincoln Creek Urban Village will be greatly impacted by this influx. Therefore, it is only proper to address and plan for this growth to create an accessible, vibrant, and just community. The COB, within the 2016 Comprehensive Plan committed itself to several key design principles:

- Foster housing preservation and improvement.
- Ensure a mix of housing options.
- Provide infrastructure and public services.
- Offer financial and other incentives (e.g. streamlined review processes).
- Coordinate and support agencies that provide housing and services.
- Monitor the housing affordability gap.
- Implement the Home Fund (2012 Housing Levy).

To achieve a desirable outcome within the Lincoln Creek Urban Village, development and growth must occur not only in guidance with COB's Comprehensive Plan Goals, but also the following principles:

- ***Increase local economic sustainability*** through support of current and future locally owned businesses and promoting the accessibility of the public's daily needs through a compact urban environment.
- ***Heal the disconnection created by the I-5*** by providing safe, usable, and interconnected infrastructure for all transportation types.
- ***Enhance public well-being*** by implementing measures that allow residents and visitors alike to live, work, and play without barriers to their wellbeing.
- Provision spaces and opportunities for the community connection through ***place which invite residents to come together in shared space.***

- *Promote environmental enhancement* and support of the ecology of the area.
- Create variable but cohesive buildings and *spaces that are welcoming to all individuals* through vibrant design and urban character principles.



Figure 6 - Complete Street in Tacoma, WA (The News Tribune, 2024)

PLANNING OBJECTIVES

1. Goal Statement

The goal is to provide a template for the City of Bellingham to transition the area along Lincoln Street into an Urban Village. As an urban village, the site will serve future residential growth and provide greater services to surrounding residential neighborhoods. It is envisioned to include a lively mix of uses, promote economic health, improve accessibility, and promote greater safety and attractiveness at a pedestrian-oriented scale. The study aims to enhance the livability in the study area, preserve and enhance natural amenities, and provide a distinct urban character. The core of the urban village is centered around the intersection of Lakeway Drive and Lincoln Streets, with transition zones buffering the core from existing residential neighborhoods.

2. Infill Capacity

2.1: Increase Residential Density

Incentivize missing middle housing in lots with high infill potential to increase density and promote different housing typologies.

2.2: Change Lot Line and Setback Regulations

Promote zero lot lines and reduce setback regulations in residential transition zones to promote street frontage and higher density.

2.3: Infill and Redevelopment in the Urban Core

Commercial areas within the core have potential for increased height, street frontage, and mixed-use infill.

2.4: Reevaluate Parking

Decrease the number of parking spaces on each lot and reevaluate usage of large impervious areas to allow for other potential uses and higher infill.

3. Environmental Resources and Risk

3.1: Daylight Lincoln Creek Wherever Possible

Daylight Lincoln Creek and utilize it as an urban water feature to preserve the creek and make the urban village more connected with its surrounding environment.

3.2: Protect and Enhance Wetlands

There are wetland areas within the urban village, which should be protected and enhanced to mitigate flood risk and increase environmental health.

3.3: Analyze the Damage and Risk that Construction and Development have on the Existing Environment

Care should be taken to mitigate the damage caused by new construction and development. Measures should be taken to strive for low impact development, such as permeable concrete and native plants, and using stable root systems of vegetation to stabilize slopes.

3.4: Coordinate the Development of Open Recreational Space with Non-Motorized Transportation.

The development and establishment of recreational open spaces should be coordinated with design and accessibility of throughways of non-motorized transportation.

3.5: Mitigate Pollution in the Public Space

Provide public trash and recycling receptacles, especially in parks, near bus stops, in the civic center, along the greenway, and near businesses.

4. Public Assets

Existing Assets

The Civic Athletic Complex is a valuable regional asset located near the Lincoln Creek Urban Village. Additionally, there are existing parks along the corridor. There is a relatively strong trail network along the corridor as well. Additionally, Lincoln Creek is a relatively underutilized resource along the corridor. There are certain parts of the area that have

a strong transportation network as well. That said, there are multiple objectives to improve public assets.

4.1: Increase Opportunities for Public Parks and Recreation

Place public access points along daylighted parts of Lincoln Creek. Boardwalks should be built over daylighted sections of the creek and wetlands to allow pedestrians to pass. Where possible, public and private open spaces should be combined to create larger, more accessible public spaces. Additionally, privately-owned development and maintenance of plazas or open spaces, such as garden courts, should be encouraged.

4.2: Construct a New Community Center

The study recommends constructing a new community center within the urban village, with pedestrian connectivity to Civic Field Athletic Complex.

4.3: Promote the Inclusion of Art and Culture in the Urban Core

Promote the inclusion of murals, unique architecture, and cultural gathering spaces within the urban village in order to increase visual appeal and vitality.

4.4 Improve Existing Transportation Assets

Promote and enhance multi-modal transportation services, including bicycling, pedestrian connectivity, and public transit. The study also recommends identifying existing parking spaces that can be condensed and shared.

5. Design Character

5.1: Analyze the Existing Character of the Lincoln Creek Urban Village

Analyze architectural character of the area to help formulate architectural design guidance for future development.

5.2: Change Existing Streetscapes

Redesign streets throughout the Lincoln Creek Urban Village to be tree-lined and shaded, as well as plant native vegetation wherever possible. Dark, impervious materials should be avoided, and spaces with excessive amounts of impervious surfaces should be reassessed.

5.3: Build at the Human Scale

The urban village should be built on a human, rather than automotive scale. Additionally, ADA requirements should be exceeded rather than met at a minimum.

6. Demographics and Housing Analysis

6.1: Increase the Housing Density and Diversity

Concentrate high housing density and mixed-use housing in the core of the urban village, with commercial and residential transition zones surrounding the core. Utilize the City of Bellingham Infill Toolkit (*BMC 20.28*) to create diversity in housing typologies.

6.2: Reduce Racial and Income Housing Disparities

Increase the percentage of affordable housing to 40% in the area to create a mixed-income neighborhood.

6.3: Increase Sustainable Architecture and Low Impact Development

Encourage and incentivize sustainable architecture and green energy practices throughout the urban village.

6.4: Prioritize the Stability of Current Residents

Prioritize the future and present needs of all residents while preventing displacement of current residents.

7. Mobility and Services Analysis

7.1: Incentivize the Usage of Public Transportation

Transit services to and from the urban village should be quick, safe, and affordable, to provide a convenient option for commuters, residents, and visitors.

7.2: Maximize Traffic Flow Efficiency

The feasibility of traffic circles and other measures of control should be researched and implemented on highly trafficked roads in the urban village.

7.3: Parking Reduction

Reduce the footprint of parking in the area by using parking structures or garages. The use of free on-street parking should be minimized to promote other forms of transportation.

7.4: Ensure Pedestrian and Bicycle Access and Safety

The public should have access to safe, covered bus stops, as well as bike lanes that lead to the urban core, in accordance with the Bellingham Bike Master Plan Update. Additionally, there should be ample space to safely lock bicycles within the core. To increase pedestrian safety, clearly marked and lit up crosswalks should be utilized in all areas along the corridor. Pedestrian access to the urban village will be prioritized, but connectivity of the transit corridor to other areas of Bellingham will be maintained.

Chapter 3: Issues and Opportunities

In every urban area, there exist conflicts which must be managed and adapted to. Alongside these conflicts exist opportunities, which take the form of either existing strengths of the area to be reinforced, or as responses to existing issues. These characteristics, referred to in this proposal as "issues and opportunities," inform the process of reimagining an area as has taken place throughout the Lincoln Creek Urban Village proposal. In the analysis stage of this project, the issues and opportunities throughout the Lincoln Corridor were identified. Four main categories were identified: transportation, environment, patterns and design, and housing. A full list of issues and opportunities is available in the Lincoln Corridor Issues and Opportunities appendix, but this section briefly summarizes the area's needs.

Transportation issues identified include large surface parking footprints, a lack of multi-modal transportation infrastructure, pedestrian connectivity difficulties resulting from the present of interstate 5, and unsafe bicycle facilities.

Regarding the environment, elements evaluated include wetlands and waterbodies in need of conservation or restoration, floodplain enhancement, access to public space and recreational facilities, and

pollution reduction including air particulate matter and water runoff.

Pattern and design refer to the way the built environment is organized to help make spaces attractive, functional, efficient, and aesthetic. Pattern and design include the identified issues of rainwater management, the presence of the heat island effect, a lack of universal design implementation, lack of local food production, a need for expanded tree canopy in key areas and few examples of recycled/reused infrastructure.

Regarding housing, the presence of predominately single-family housing in the Lincoln Creek Urban Village was identified as an issue, as was the lack of mixed housing types, affordability, a lack of proximity between jobs and housing, a need for renewable energy production, the feeling of disconnection between the community, and the possibility of gentrification.

These issues are outlined throughout the report, and opportunities are presented as proposals within the Lincoln Creek Urban Village. The full table is available in the appendix under Lincoln Corridor Issues and Opportunities.



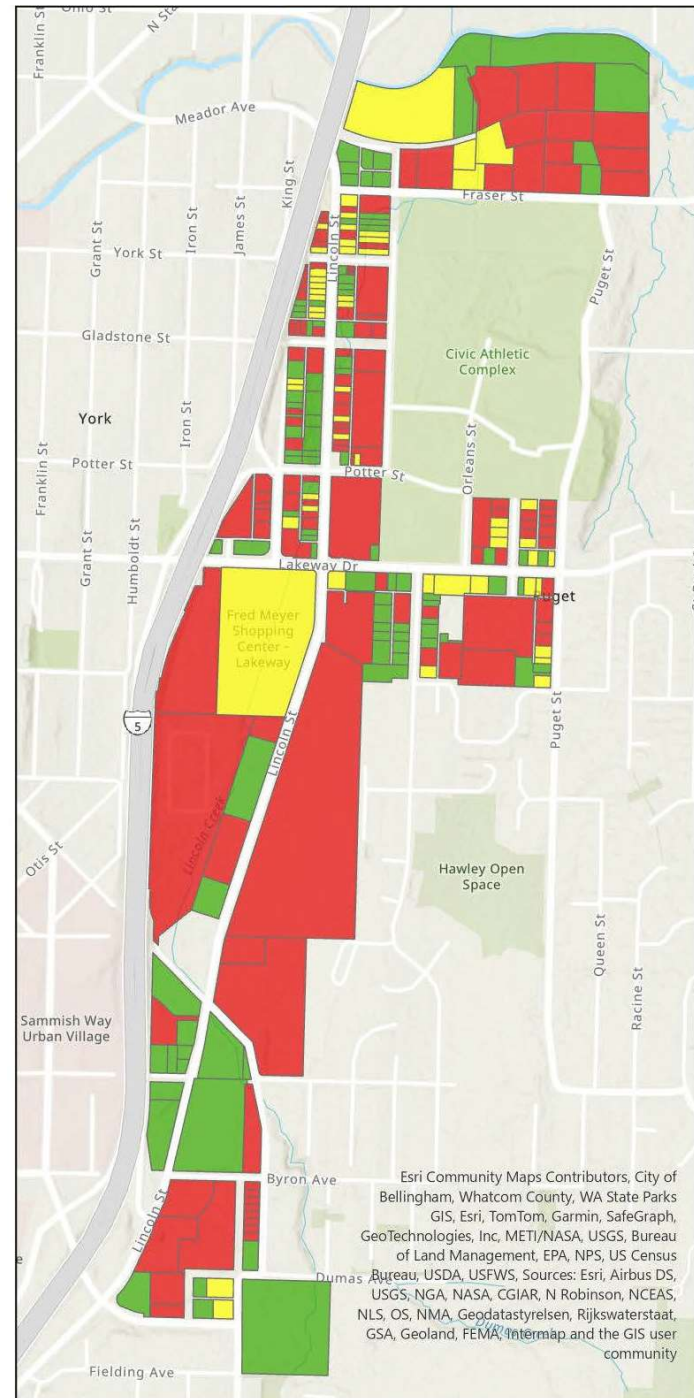
Figure 7 - Issue Examples: Impervious Surfaces, Poor Bike Infrastructure, Connectivity, Low Density Land Use

Chapter 4: Capacity Analysis

To understand the development potential in this area, an Infill Capacity Analysis was performed. The Infill Capacity by Parcel analysis is a visual representation of the land valuation of each parcel, relative to the valuation of structures built on the parcel. The formula divides the value of the buildings on the parcel (known as the "improvement value") by the

value of the parcel (known as the "land value"). The result determines a parcel's infill capacity ratio. In essence, this process determines if development is likely to occur on a particular piece of land based on where the financial value is derived from: the land itself or the buildings which have been built upon that land.

Lincoln Corridor Infill Capacity by Parcel



- Infill Potential
- 0-0.8 (High)
 - 0.81-1.2 (Medium)
 - 1.21+ (Low)

Parcels with the lowest ratio, below 0.8, have the highest infill capacity potential because the parcel is either a vacant lot with no improvement value, meaning it is ripe for the most efficient and dense development; or the parcel has a lower improvement value than land value, meaning the structures occupying it are aging or at a very low density which utilizes a small portion of the potential, such as a 1 bedroom detached house.

Parcels with a ratio of 0.81 - 1.2 are considered medium potential and are often identified as parcels with aging buildings which are higher density, or recently built at lower densities. Parcels with ratios of greater than 1.2 are considered low potential. These parcels are often newer buildings which utilize the available land close to its maximum potential.

A capacity analysis is not a rigid plan determining which lots can or cannot be



developed. Instead, it can be seen as representing a general idea of what development patterns may emerge in the future. Parcels identified as having high infill potential in the residential transition zone may be the first to transition towards denser building footprints, followed by lots with a medium or low capacity as the surrounding land use changes. Because the parcels with a lower capacity are still serving as peoples' homes and have a long lifespan ahead of them, displacement should not be encouraged for the sake of redevelopment. Instead, these parcels may benefit from potential methods of lower scale densification such as accessory dwelling units, or condo-ization if appropriate.

The infill potential ratio is not solely responsible for the vision for every parcel. For example, Fred Meyer,

Sheraton Four Points, and GuestHouse Inn's respective parcels have all been identified as medium or low potential using the infill capacity ratio. However, the value of these properties and their development potential are calculated under the current zoning restriction. These restrictions would change under the proposed re-zoning of this area, influencing the redevelopment potential. These parcels, serving as the centerpiece to the entire urban village proposal, along other major intersections and identified opportunity sites, may see development much faster than the capacity analysis suggests. For the detailed table produced as a product of this capacity analysis which includes ratios for each identified parcel throughout the Lincoln Creek Urban Village, see Capacity Analysis Table in the Appendix.

Chapter 5: Community Engagement

PROFESSIONAL WORKSHOP

A presentation concerning the Lincoln Creek Urban Village was presented to planning and development professionals within Bellingham. Preliminary ideas included zoning changes, restrictions, large scale plans surrounding the current Fred Meyer lot, and the relocation of Carl Cozier Elementary School. The information was presented and an ideation session for feedback on the project was had.

Informant Group

Contributors to this event included a diverse group of individuals, representing interests from Bellingham Public Schools, Opportunity Council, Whatcom Transportation Authority, WWU Urban and Environmental Planning and Policy, The RJ Group, AVT Consulting, and Sustainable Connections.

Received Feedback

Feedback from the invited informants was extremely constructive and raised several previously unconceived ideas. The conversation centered around five primary elements:

- The relocation of Carl Cozier Elementary School
- Potential development in the identified Haskell Opportunity Site
- Development and densification at-large
- Connectivity and mobility
- Issues regarding parking

Carl Cozier

Due to continued concerns about heavy traffic, noise and air pollution, and personal safety, Bellingham Public Schools has elected to move the site of the school to an alternative location. School officials have considered several places, including the Civic Center primary parking lot and various nearby baseball fields, but ultimately indicated preference for a site directly north of the Sportsplex Center due

to its optimal terrain, and seclusion from highly trafficked areas.

Opportunity Site

The northern opportunity site (previously called “opportunity zone”) is seen as an area with high potential for transformation into a residential and commercial mixed-use area. Concerns were raised about the tendency for Whatcom Creek to flood during extreme precipitation events. To combat this, it was suggested that additional development requirements, riparian buffers, and the prohibition of basements be considered.

Development and Densification

Informants expressed concerns about height limits and proposed allowing up to 8 stories within the commercial core. There was additional interest in expanding the residential transition zone to incorporate large sections of single-family residential in the Puget neighborhood. While densification was seen as important, it was coupled with environmental concerns, particularly to Lincoln Creek.

Suggestions were made to help resist gentrification. One proposed mitigation tactic to gentrification is the utilization of multifamily tax exemptions (MFTEs) to offer affordable housing that is a worthwhile investment for developers. Mixed-use buildings were identified as having potential for adaptable ground-floor units that would allow for residential spaces when vacant.

Connectivity

Due to the unsafe pedestrian infrastructure, informants recommended traffic calming efforts and road diet techniques. The importance of the WWU Park & Ride as a bus stop was also emphasized. Informants felt that implementing a bus and pedestrian bridge would be beneficial to this stop and

the creation of a transit-oriented development (TOD). To further the efficiency of the TOD it was proposed by Whatcom Transportation Authority (WTA) Planner, Mary Anderson, that a traffic circle be implemented at Lincoln and Potter Street.

Parking

Despite the time horizon of the plan, invited developers and consultants all concurred that the demand for housing without reserved parking is little to none. They suggested future buildings include

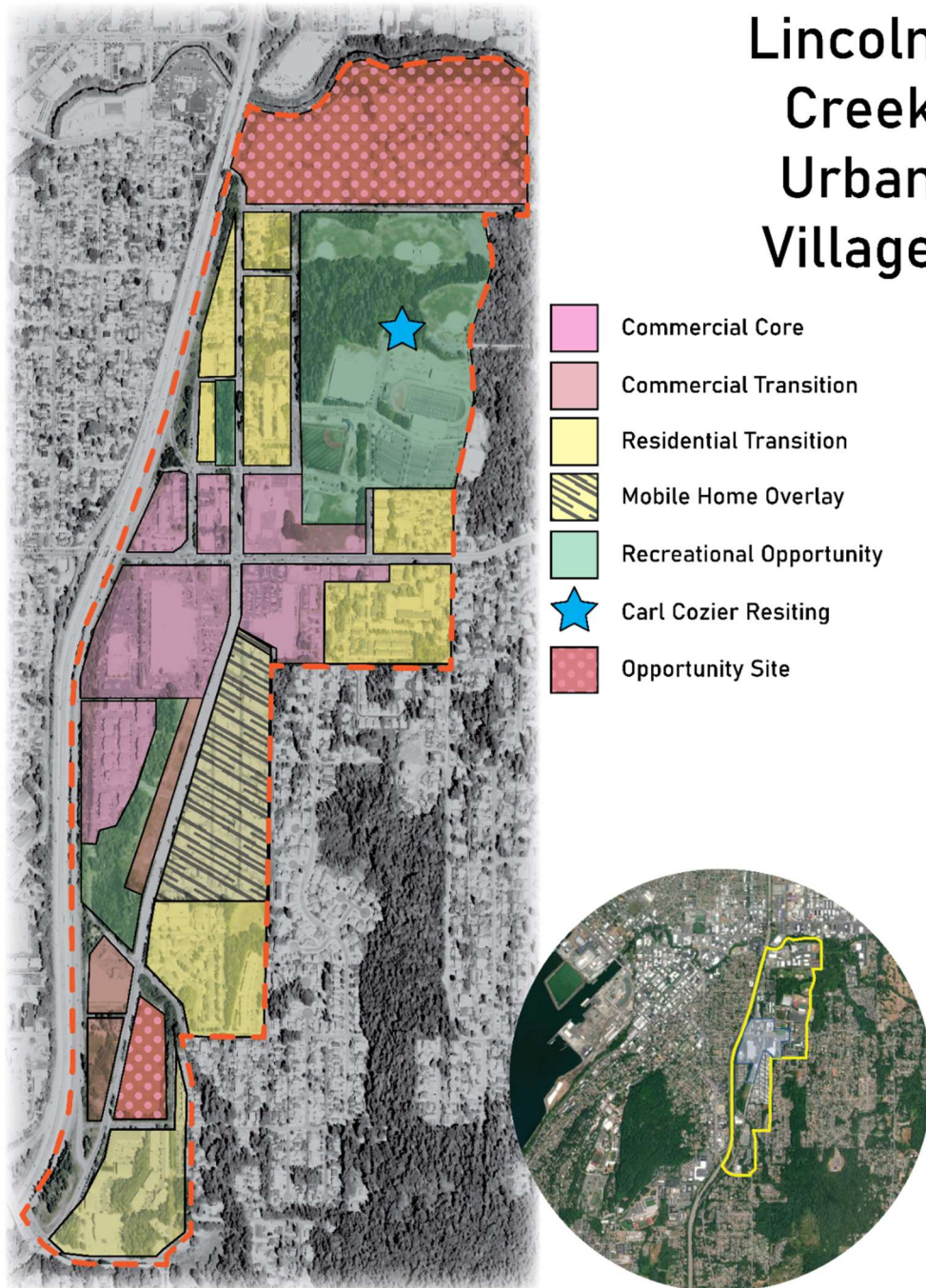
underground parking. A secondary option was proposed for developers to divide their lots between structure and parking so that the parking can be infilled with housing as the demand for parking declines.

FUTURE ENGAGEMENT

Coordination with the Lincoln Creek Urban Village community is currently taking place to inform them of an event being held at Carl Cozier Elementary School in the Spring of 2024.

Chapter 6: Conceptual Master Plan

The Lincoln Creek Urban Village site plan proposes zoning changes, circulation and transportation improvements, and opportunity sites for development throughout the Lincoln Creek Urban Village. Zoning types specific to the urban village were created and outlined according to density and land use type. Issues of transportation were identified, and solutions are recommended with careful consideration for equitable access. Opportunity sites were noted for their potential for development and possess unique characteristics different from the urban village.



ZONING

To meet the future needs for the area, the plan proposes several zoning changes. The goal of these changes is not to drastically redirect the area's current character, but to enhance the current development pattern. These changes seek to maximize the potential of the area for housing, business, and recreation.

Commercial Core

Surrounding the intersection at Lakeway Drive, the Commercial Core is intended to have the densest concentration of retail, office, and residential space, a high emphasis on the separation of pedestrian and bicycle traffic from motorized vehicles, buildings up eight stories, with most buildings being four to six stories high, with commercial space on the ground floor, office and residential on upper levels, underground parking, and structured parking.

Commercial Transition

Immediately bordering the Commercial Core, the Commercial Transition Zone allows building up to five stories, also mixed use, but with smaller scale commercial spaces and a lower Floor to Area Ratio (FAR) than is permitted in the core.

Residential Transition

In alignment with recent legislation passed in Washington State amending the planning process and implementation of zoning laws, the plan proposes a residential transition area to feather in density around the core. Buildings in these zones may be up to four stories tall. As the aging housing stock in the area is redeveloped, duplexes, triplexes, and fourplexes replace single family houses. Accessory Dwelling Units (ADU's) add additional density and provide housing choices for people of various incomes. Also, residents would serve as part of the user base of the increased commercial space in the core.

Recreation

The plan identifies areas which could be strengthened to provide recreational opportunities. Minor changes to the Civic Field complex are proposed, and space along Lincoln Creek are proposed to be reclaimed to serve as pedestrian pathways.



Figure 8 - Cottage Housing Example

Opportunity Sites

Two sites have been identified that demonstrate high infill potential for mixed use development. These sites, herein referred to as “opportunity sites” encourage medium-density developments and foster community gathering spaces through placemaking and urban design.

Haskell Opportunity Site

The northern opportunity site, otherwise known as the Haskell Opportunity Site, is intended to emphasize pedestrian access, especially on the site's interior. Meador Avenue, within the Haskell Opportunity Site is proposed to be converted for pedestrian and bicycle use only and not intended for automotive use. Meador Avenue in particular has potential to be converted from a dead-end street to a pedestrian boulevard, as users are currently utilizing an unofficial route through the site for this purpose.

To emphasize and improve the existing environmental conditions of the Haskell Opportunity Site, widening the greenway around Whatcom Creek is proposed. Updating existing structures below Meador Avenue where necessary and increasing the height of these buildings to be between two and four stories will create a space for people to work, shop, eat, and recreate. Additionally, the current industrial uses north of Meador Avenue should be shifted towards well-fronted, mixed-use infrastructure abutting the creek.



Figure 10 - Current Haskell Opportunity Site Conditions (Curry, 2024)

WWU Park and Ride Opportunity Site

The southern opportunity site, herein referred to as the “WWU Park and Ride Opportunity Site,” is proposed to consolidate the current Lincoln Creek Park and Ride parking lot into a three to four story parking garage. The remaining surface area is imagined as a conversion into two separate apartments four to five stories in height. The green space along the east side of the site can be expanded further into the parcel to provide adequate greenspace to the proposed apartments. There are no proposed changes to the existing apartments on the southeast corner of the site.



Figure 11 - WWU Park and Ride Opportunity Site Concept (Sitterding, SketchUp, 2024)



Figure 9 - Haskell Opportunity Site Concept (Sitterding, SketchUp, 2024)

CIRCULATION & TRANSPORTATION

The area's current circulation is focused on personal vehicular traffic with a minimal amount of public transit. The majority of traffic is due to the presence of the Lincoln Creek Park Ride in the southern region of the area. In addition, the major throughway, Lakeway Drive, does not have adequate pedestrian and bicyclist safety measures. There is a lack of safety due to the presence of I-5 exits and entrances and road design that encourages high speeds for personal vehicles. The lack of frontage at central intersections furthers the unwelcoming pedestrian environment. Bicyclists also avoid this area due to the small number of bike lanes present within the Lincoln Creek Urban Village area.

A "road diet" is already being implemented by the City of Bellingham on Lincoln Street, with reduced lane widths, increased bicycle infrastructure and additional crosswalks being added to the road. High intensity Activated crossWalk (HAWK) signals and protected pedestrian islands are featured. The cycling lanes are being upgraded and the number of lanes for automobiles is being reduced from four to two.

In stark contrast to the generally unpleasant pedestrian and bicycling environments along Lakeway Drive and southern Lincoln Street, the Civic Field area with its abundant trails and ample sidewalks with protective buffer trees makes that area a more enjoyable area for walking, biking, and jogging.

To promote pedestrian and bicycle use, the plan proposes improvements to the existing infrastructure. To create an environment that is

enjoyable on a human scale, building and parking design must be taken into consideration.

Pedestrian & Bicycling Infrastructure

To increase pedestrian and bicycle traffic within the urban village, the plan proposes enhancing infrastructure for those modes of transportation throughout the village. This includes wide, well connected, and protected bike lanes throughout the urban village. Additionally, the plan proposes enhancing and increasing the number of safe pedestrian connections throughout the urban village, making them more accessible.

The biggest change proposed in the urban village is the transformation of the entire length of Lincoln Street into a Complete Street. This involves adding protected bicycle infrastructure, increasing the number of street trees, ample lighted crosswalks, and a street only for people utilizing all types of transportation. Additionally, the plan proposes enhancements on Lakeway Drive, like those on Lincoln Street, to make it a safe and comfortable transportation corridor for all. The plan aims to prioritize safety over speed on these streets and aims to create a pleasant environment in the urban village.



Figure 12 - Complete Street Example (Ohio DOT)

Pedestrian/Transit Bridge

The plan proposes a transit and pedestrian bridge over I-5 connecting the southern section of the urban village to the Samish Urban Village by reconnecting Maple Street.

This bridge would allow for safe crossing of pedestrians without depending on or interacting with personal vehicles. With dedicated transit lanes there is an opportunity for transit times to decrease by connecting Samish Way and Lincoln Creek urban villages by eliminating the need to traverse the Samish Way overpass. With proposed changes to the Western Washington University Park and Ride Opportunity Site, within this plan there is potential for a population increase in the southern portion of the Lincoln Creek Urban Village. Adding this bridge makes access to necessities on the other side of I-5 more accessible without personal vehicles.



Figure 14 - Pedestrian Bridge (City of Shoreline, WA)

York Street Pedestrian Tunnel

Surveying and research completed during the development phase of this plan revealed a major disconnect between the neighborhoods of the Lincoln Street Urban Village area and those to the west of I-5. When constructed, existing neighborhoods were bisected, the scars of which can still be seen. To heal one such scar, the plan proposes a pedestrian tunnel underneath I-5 at York Street. This tunnel serves to reconnect of the Puget and York

neighborhoods, creating a mutually beneficial pedestrian connection; residents of the York neighborhood gain new, direct access point to civic field, the Haskell Opportunity Site, the central urban core services, and the proposed pedestrian and bike infrastructure improvement on Lincoln Street. Puget residents gain a more direct route to Bellingham's downtown amenities.



Figure 13 - Pedestrian Tunnel in Hillsboro, OR (Wikipedia)

Lincoln Creek Daylighting

This plan proposes daylighting sections of Lincoln Creek, from the northern end of the wetlands near Lark apartments north to Potter Street. Lincoln Creek has great potential to function as an urban water feature within the village's Commercial Core. The daylit sections of the creek are proposed to be joined by pedestrian paths along the creek and footbridge crossings, allowing for a pleasant environment for pedestrians. Additionally, allowing for frontage along the creek allows for amenities such as cafes and restaurants to exist along the pedestrian corridor.



Figure 15 - Daylit Creek Example

This will create a pleasant urban environment for those walking along the creek that is still connected to the natural environment.

Haskell Opportunity Site

The Haskell Opportunity Site, between Fraser and Whatcom Creek, is currently unofficially used as a pedestrian and bike connection for many commuters. While the Whatcom Creek Greenway is a pleasant recreational trail, improvements to the pedestrian and bicyclist experiences through this area lends to a heightened experience traversing the proposed neighborhood hub this area can develop into.

Mobile Home Park Permeability

To allow for greater pedestrian connectivity between Lincoln Street and the single-family area along Nevada Street and beyond, this plan proposes two walkways through the mobile home park. The proposed Commercial Core has potential to provide many amenities that are essential to the everyday life of the surrounding neighborhood. The two proposed walkways will reduce the walk time by half, Nevada Street to the core by opening sections of what is currently a cement block wall on the western side of the Lakeway Estates along Lincoln Street. The increase in permeability will help reduce the Nevada Streets resident's need to drive to access the core of the urban village.

Right of Way & Complete Streets

Lincoln Street

To support the urban village transition proposed in this plan transition in development style proposed by this plan, changes must be made to the right of ways and flow of traffic. Lincoln Street is proposed to be converted to "Complete Street," a street which serves all road users, making for a comfortable environment for each transportation mode. The narrowing of the right of way for vehicular travel, protected bike lanes, the planting of trees in curb bump outs, and an increased number of pedestrian crossings all contribute to lower speeds and a more pleasant experience for all.

Lakeway Drive

As identified by the multimodal traffic study performed on Lakeway Drive in 2021 and the surrounding highway exits, there is difficulty in making major changes to the flow of traffic on Lakeway Drive due to the volume of daily traffic. However, a higher density of development along sections of Lakeway Drive including buildings of up to eight stories, and landscaping in front of buildings may contribute to a sense of enclosure and traffic calming to reduce speeds. Additionally, the present sidewalks do not take advantage of the full right of



Figure 16 - Complete Street (AP Complete Streets)

way along Lakeway Drive and could be widened into a twelve-foot multi-use path for bicyclists and pedestrians.

I-5 On-Ramp

The I-5 exchange on King Street is a heavily trafficked stretch of road, with northbound I-5 traffic exiting and entering at the intersection of King Street and Potter Street. The pedestrian environment at this exchange is poor and reduces walkability to the many businesses which line the area now.

With additional development opportunities identified along King Street, this plan proposes installing a roundabout at King Street and Potter Street with raised, marked crossings for pedestrians. This change was included in the recommendations given by the recent Lakeway Multi-Modal Traffic study.

Parking

As part of the GMA's efforts to focus growth in appropriate areas, surface parking will be limited to allow space for more pertinent uses such as homes and businesses. In addition, to support the ecological health of the area, limiting impermeable surfaces is recommended. Parking lots make up a large proportion of current impermeable surfaces. Much of the parking to be made available under this plan will be through underground parking beneath newly constructed buildings, small-scale parking garages, and on-street parking.

Commercial Core/Transition

In the plan's densest zones, namely the Commercial Core and Commercial Transition, surface parking will be limited while ensuring the meeting of ADA requirements. Some surface parking will be permitted for small businesses in the Commercial Transition zone. Most of the public parking will be multi-story parking garages that take advantage of vertical space. These parking garages may dually serve both the newly proposed residential and commercial uses. Residential parking in the area will generally be limited as the area is already serviced by two different bus routes, including a rapid "Go Line." Residential parking will be directly under the

buildings as underground parking, which will be economically feasible due to the dwelling's height.

Residential Transition

The residential transition's housing stock should primarily promote middle housing, which has lower building heights and thus renders underground parking not economically feasible. Instead, this plan proposes some surface parking that is to be integrated with the fifty percent (50%) open space requirement for this zone. Lincoln Street and Lakeway Drive are not proposed to offer any street parking, but some smaller streets such as Potter Street, York Street, or King Street may be able to accommodate some street parking.

Opportunity Sites

The Haskell Opportunity Site cannot accommodate underground parking as the area is prone to flooding. Twenty percent (20%) of the square footage of parcels can be dedicated to parking.

To make use of the large amount of space in the Western Washington University Park & Ride Opportunity Site, the plan proposes to develop the site and to construct a multi-story parking garage and a multi-story, mixed-use residential building. This allows Western Washington University to retain their parking capacity while densifying the area and providing additional amenities to those utilizing the bus system.

PARKS & OPEN SPACE

Civic Field

A major recreation center for the city, the Civic Field complex facilities remains largely unchanged. However, parts of the city owned land boarding Lakeway Drive is proposed by the plan to be subdivided and rezoned to Commercial Transition to promote both an active economic center but also a lively residential space which provides additional housing, while enclosing sections of Lakeway Drive to complement the Commercial Core's urban character. This area includes the Downer softball field to the southeast and its outfield immediately to the south of Arne Hanna aquatic center. Carl Cozier Elementary is expected to be moved to the wetlands north of the sportsplex with changes to the neighboring Moore Street and Orleans Street to accommodate increased traffic.

Lincoln Creek

An important and vital piece of this urban village plan is Lincoln Creek. A large section of the creek is currently buried beneath pavement, running beneath the Fred Meyer parking lot as the block of businesses north of Lakeway Drive between Lincoln Street and King Street. Through daylighting the creek in this area (bringing the creek to the surface), it will become an urban water feature for all to enjoy. To the south, where the creek already runs at the surface in a more natural state, an addition to the Bellingham Greenway section is proposed; a walking trail to connect the southernmost section of the Lincoln

Creek Urban Village to the proposed Commercial Core. The creation of public parks and a rich central plaza with a water feature will accentuate its place in the center of this community.

Pedestrian Plazas

As new developments occur, there will be a prioritization of providing integrated public open spaces. These will be largely focused within commercial and mixed-use spaces, especially in the core of the urban village. These will be created with context-specific size, shape, and scale that facilitates comfortable, accessible use and avoids creating vast, barren spaces.

Lakeway Community Center & Garden

With the gap left by relocation of Carl Cozier, the plan proposes a building to meet multiple community needs at once. A ground floor community center provides a new hub for the surrounding area; on upper levels, residential units provide affordable housing. Consistent with other Commercial Cores in Bellingham's Urban Village, a heavy emphasis will be placed on a friendly and safe pedestrian environment. The building will provide many amenities for residents, and its façade will be inviting and human scale. The surrounding grounds will have elements such as an open garden, courtyard space, and perhaps a play structure as a nod to previous land use.

Connecting to proposed pedestrian paths and integrating them to the neighboring civic field is also a possibility. Creating a strict hierarchy between

pedestrians and cars is a main point of the development. Various versions of the building's footprint and a new parking lot are in the iteration process.



Figure 17 - Concert at Civic Field (COB, 2017)

Chapter 7: Infill Impact Analysis

FUTURE INFILL IMPACT ANALYSIS

Maximum infill potential within a 50-year timespan was estimated for each parcel and was identified as high- and mid-potential in the infill capacity analysis. Using these estimations, Lincoln Creek Urban Village is projected to support approximately 4,925 residential units and 523 commercial units. This would provide housing for 10,854 individuals and create 8,964 jobs. Whatcom County and Bellingham need roughly 16,500 additional dwelling units within the next 20 years to meet population

growth demand. Bellingham is growing at a rate faster than both Washington state and the rest of the US. It is essential that the city appropriately anticipates this growth through the expansion of housing and employment opportunities (US Census Bureau, 1980-2020). Infill in this urban area can provide substantial support to meet future housing demands and can offer affordable housing options through increased building density.

Zone	Proposed Use	Stories	Total Square Footage	Total Building Square Footage	Total Square Footage of Parking/OpenSpace	Total Square footage of Usable space (non-utilities)	Residential Units	Commercial Units	Residential Population	Jobs Created
Commercial Core	Mixed-use	6	328510	1971060	N/A	1576849	1299	47	3008	842
Commercial Transition	Commercial	5	397949	1989745	N/A	1591796	N/A	314	N/A	5301
Opportunity	Mixed-use	4	1315326	4209045	263067	3367233	2748	162	5797	2798
Residential Transition	Missing middle	4	567610	1128594	283830	908237	878	N/A	2049	N/A
Recreational Opportunity	Recreation	0	50954	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			2,660,349	9,298,444	546,897	7,444,115	4925	523	10,854	8,941

Table 1 - Summary Table of Land Use Analysis

The total square footage will assume the total space of the entire parcel multiplied by the number of floors. (If parcel is in residential transition zone or opportunity site, open space category will reduce total square footage by 50% and 20%, respectively.)

The open space category is determined as 50% of total parcel area when looking at parcels within a residential transition zone, and 20% of total parcel area when looking at parcels in an opportunity site. Parcels not located in these zones are planned to be near underground parking and public green spaces, therefore not requiring open space. Open space includes parking, which is at the dependent upon the number of units built.

The total usable square footage category is 80% of the total square footage determined prior.

The number of residences is determined by the total usable square footage, only including residential floors, divided by 1,000. 1,000 square feet is presumed to be the average residence size, assuming most units are studio to 2 bedrooms ranging from 500-1,500 square feet. The population category is determined by the number of residences multiplied by 2.3. This multiplier is assumed as the average occupants per residence to reflect the housing crisis and decreasing likelihood of single occupants.

The number of commercial units category is determined by the total usable square footage only including commercial floors, divided by 5,000. 5,000 square feet is assumed to be the average size of a commercial unit to accommodate large retail outliers that exceed 100,000 sq ft. The number of employees category is determined by the total square footage of commercial space divided by 300. There is assumed to be 1 employee per 300 sq ft of commercial space.

The Infill Capacity by Parcel analysis is a visual representation of the land valuation of each parcel, relative to the valuation of structures built on the parcel. The formula takes the value of buildings on the parcel (improvement value) divided by the value of the parcel (land value), and the result determines a parcel's infill capacity ratio. Parcels with the lowest ratio (0.8<) will have the highest infill capacity potential because the parcel is either a vacant lot with

no improvement value, meaning it is ripe for the most efficient and dense development; or the parcel has a lower improvement value than land value, meaning the structures occupying it are older or very low density, such as a 1-bedroom detached house. Parcels with a ratio of 0.81-1.2 are considered medium potential, and parcels with ratios of >1.2 are considered low potential.

The Capacity Analysis is not a rigid plan that determines which lots can or cannot be developed, but instead represents general ideas as to what future development patterns may look like over time. Parcels with a high infill capacity in the residential transition zone are likely to be the first structures to transition denser, more urbanist building footprints, followed by lots with a mid to low capacity. Parcels with a lower capacity still serve as peoples' homes and have a long lifespan ahead of them. Therefore, redevelopment should not encourage displacement to create neighborhood cohesion when the use will ultimately be the same.

The infill potential ratio is not solely responsible for the vision for every parcel. For example, Fred Meyer, Sheraton Four Points, and GuestHouse Inn's respective parcels have all been identified as medium or low potential using the infill capacity ratio. However, the prime location of these sites negates the low potential represented by their ratios. Parcels that serve as a centerpiece to the entire urban village and parcels at main intersections or opportunity sites may see development much faster than the capacity analysis suggests.

Appendix

LINCOLN CORRIDOR ISSUES AND OPPORTUNITIES

	Element	Issue	Opportunity
Transportation	Transportation Demand Management	There is an unsafe intersection at the King & I-5 exit for pedestrians and bikers as well as traffic congestion at the Lincoln and Lakeway intersection.	Potential for a roundabout at the Lakeway I-5 on and off-ramp intersection to improve traffic flow. Potential for eliminating the intersection at Lakeway and King Street/Fred Meyer due to the proximity to the Lakeway and Lincoln intersection to reduce backup on Lakeway. Potential for a roundabout to replace the three-way stop at the King and I-5 exit intersection or removing the option to turn right onto King Street in an effort to push traffic offloading from i5 onto Potter Street. By improving multi-modal transportation options into, out of, and around the core of our study area, car trips could be reduced and replaced improving traffic jams at the Lincoln and Lakeway intersection. Potential road diet for Lincoln Street as it expands south beyond Viking Circle.
	Reduced Parking Footprint	The underuse and eyesore of Lincoln Creek Park and Ride as well as the multitude of large off-street parking lots (ex. Fred Meyers) take up valuable infill space.	Potential for a parking garage at the Lincoln Creek Park and Ride with continued service to the WWU campus. Keep up on the status of HB 1351 (which would, under certain circumstances, prohibit the imposition of parking minimums). Making the core area a recognized urban village would reduce

			the parking requirements mandated under Bellingham's municipal codes.
	Multimodal Transportation	Car-centered infrastructure makes the space unappealing for multimodal transportation.	Increase the access to and safety of biking, walking, and using transit in the community.
	Transit Facilities	Inconvenient bus arrivals (such as the times between bus arrivals not being staggered enough), allowing for large groups of people to be forced to wait for specific bus arrival times, causing full busses to drive past, expecting a following bus to pick up the passengers. It is difficult to access bus stops on the opposite side of Lincoln and Lakeway due to the lack of pedestrian crossings. Two new pedestrian crossings being built on Lincoln aim to improve access across the streets, but it is not enough.	Point-to-point transit configuration could be utilized (as opposed to the current hub-and-spoke method). Enhanced bus shelters would protect the rider from the elements while waiting for the bus to arrive.
	Walkable Streets	ADA requirements are not met for all sidewalks in the study area. There is not a complete sidewalk that runs down Lincoln Street on both sides and where there is a sidewalk there is minimal shelter from the roadway along several parts. Many pedestrian amenities are missing.	There is an opportunity for an i5 Pedestrian bridge. ADA requirements need to be met on all streets in the study area (and ideally exceeded). Sidewalks should run the full length of Lincoln Street with proper furnishing and frontage zones, according to Bellingham's Master Pedestrian Plan Chapter Four Design Guidelines (space made for this through the road diet). Pedestrian amenities such as waste bins, lighting, green features, and street furniture/trees should be expanded cohesively.
	Bicycle Facilities	There is a lack of bicycle infrastructure in the study area.	Enhanced bike infrastructure for the study area would include safer bike routes and bike storage racks outside of businesses and stores. Bellingham's Bike Master Plan Update identifies several spot improvements, proposed upgrades to existing bikeways, and proposed new on-

			street bikeways within our study area that could be leveraged.
Environment	Imperiled Species and Ecological Communities	Lack of habitat for birds of prey, fish, and other ecologically sensitive species.	Conduct environmental impact assessment and determine necessary precautions for imperiled communities. This will likely consist of restoring former wetlands and preserving current open space.
	Wetland and Waterbody Conservation/Restoration	Shrinking of wetland area with the development of the Park & Ride, Grocery Store, Lark Apts, etc.	Daylighting the creek and allowing for a boardwalk in the wetlands provide an opportunity for ecological restoration, conservation, education, connectivity, walkability, and tourism. The restoration of Lincoln Creek will contribute to the creation and protection of open space that is vital to the mobility and environmental health of the urban village.
	Floodplain Avoidance	History of developing on top of creeks (such as in the Fred Meyer parking lot) and neglect of frequently flooding wetland areas (such as south of Viking Circle where the creek has emerged from the culvert under Fred Meyers) has caused issues in the neighborhood. Currently, there are parts of the study area that are defined under Bellingham Municipal Code 16.55.370(B) as frequently flooded areas and protected by riparian habitat.	Opportunity to increase the environmental amenities provided to the community by daylighting Lincoln Creek. Creating a connected pathway that follows the flow of Lincoln Creek along its length would open it to the community, increasing cohesiveness and health benefits associated with expanded access to open space. The riparian buffers around the wetland provide an opportunity for a boardwalk that increases attractiveness, cohesion, and access all along Lincoln Creek.
	Access to Public Space and Recreational Facilities	Wetlands disconnected from/behind buildings on Lincoln, the Civic Center has a long setback between itself and Lakeway Drive.	Providing accessible and convenient access to Lincoln Creek and Civic Center will garner a sense of community,

			encourage multimodal transportation, and increase recreation.
	Pollution	Lack of public receptacles, trash in creeks, open lid recycling, improper disposal of drug paraphernalia, improper disposal of pet fecal matter.	Increase the availability of proper waste disposal sites. Addiction and Safe Drug Use Services; Eyes on the street; Litter clean-up events, dog poop bag stations.
	Imperiled Species and Ecological Communities	Lack of habitat for birds of prey, fish, and other ecologically-sensitive species.	Conduct environmental impact assessment and determine necessary precautions for imperiled communities. This will likely consist of restoring former wetlands and preserving current open space.
	Wetland and Waterbody Conservation/Restoration	Shrinking of wetland area with the development of the Park & Ride, Grocery Store, Lark Apts, etc.	Daylighting the creek and allowing for a boardwalk in the wetlands provide an opportunity for ecological restoration, conservation, education, connectivity, walkability, and tourism. The restoration of Lincoln Creek will contribute to the creation and protection of open space that is vital to the mobility and environmental health of the urban village.
Pattern and Design	Rainwater Management	Large expanses of impervious surfaces (such as the Fred Meyer & Whole Foods parking lots, the width of Lincoln Street, the Lincoln Creek Park and Ride, etc.) have led to unintentional flooding and pooling throughout the Lincoln Street Corridor.	Flooding and drainage should be studied throughout the corridor to determine where attention is needed. Natural drainage systems should be prioritized as a rainwater management method, as wetlands absorb and filter excessive rainwater. Daylighting and restoring Lincoln Creek increases natural drainage in the area. Not only should rainwater management be implemented as a requirement for commercial development, but also be implemented on a local residential level where possible.

			Rainwater collection systems may also be worth considering.
Heat Island Reduction	Development along the Lincoln Corridor has a tendency to replace green spaces with large expanses of non-reflective material. This reduces albedo and therefore contributes to Bellingham's heat island effect.		Surfaces with low reflectivity (the Fred Meyer parking lot as a prime example) will likely need to be redesigned to either 1) break up the overwhelming size of non-reflective surfaces, 2) be replaced with more reflective surfaces, and/or 3) other options to be determined. Daylighting Lincoln Creek would help alleviate a heat island at the core of the study area.
Universal Design	Development along Lincoln Street has historically focused on implementing commercial opportunities wherever possible without much consideration put toward the cohesion of character throughout the Corridor. As a result, developments throughout the Corridor have a tendency to feel isolated and independent of their surrounding infrastructure. A "sense of community" is hard to determine in this space since the existing character has not yet been acknowledged with design.		New development should enhance the existing character of the Lincoln Creek Urban Village. Analyses should include community involvement to help determine what elements of the existing character stakeholders value and what elements should be improved upon. New development should remain consistent with the desired character.
Local Food Production	Bellingham's food supply, similar to most US cities, is dependent primarily on imports from outside the city. However, this is economically, ethically, and socially insufficient for a sustainable urban village. In addition, food deserts (and consequently, food insecurity) exist overwhelmingly throughout Whatcom County.		Consider the value of prioritizing locally produced seasonal foods as a way to reduce emissions, employ the local population, and improve the quality of food.
Tree-Lined and Shaded Streetscapes	Lincoln Corridor, specifically Lincoln Street lacks continuous character, has high heat reflectivity, and poor water drainage.		Streets throughout the Lincoln Corridor should be redesigned to be tree-lined and shaded. Implement native vegetation wherever possible. Avoid using dark, impervious materials. Consider how the

			design of these streetscapes will relate to/improve upon existing character.
	Recycled and Reuse Infrastructure	When considering how to redesign the Corridor, it's important to note the extra costs, materials, and procurement associated with developing infrastructure from scratch. For example, the greenhouse gas emissions associated with making concrete.	Wherever possible, use existing infrastructure for redesign throughout the Corridor. If certain infrastructure MUST be rebuilt, use existing recycled material. Consider questions such as: is the current use of this building being maximized? Could certain uses be equally effective in smaller spaces? Consider the value of "rearranging uses" rather than taking more space for the same uses.
	Access	Lincoln Street is designed in such a way that promotes the use of cars and personal vehicles to access amenities offered in that area.	The entirety of the Corridor, but especially the Commercial Core, should be built at a human scale rather than an automotive scale. Assume that active transportation will take precedence over any type of vehicular transportation. Ideally, ADA requirements should be exceeded rather than met at a minimum. Potential for more access points into the mobile home park and Lark Apartments.
	Safety	Respondents to the survey expressed concern over safety in the neighborhood.	Increase safety (and the perception of safety) in the study area by Crime Prevention Through Environmental Design (CPTED). This includes putting eyes on the streets (increasing density), eliminating wastelands/isolated areas, and improving accessibility/visibility to allow for natural surveillance in the area.
	Community-Based Services	Currently, not all the essential services needed for a complete neighborhood design are within the study area.	Facilities are needed in addition to community gathering spaces to form a complete community. The elementary school is an integral public service for the study area, however, it is located right

			<p>along Lakeway where there is an abundance of traffic and interference from people waiting for the bus and walking on the busy sidewalk. Relocating the elementary school a short distance away to a more quiet, residential transition area instead of the commercial core, allows the school to continue being an essential asset to the neighborhood while protecting the children and creating an enhanced learning environment free of outside distractions. The old elementary school is proposed to be replaced with a community center that would be located in the core of the Urban Village and adjacent to Civic Field. Amenities that could be included in the community center include free childcare, job training, help in securing affordable housing, and classes that range from cooking to investing, resume building workshops to making pottery. Other facilities could include a public library with free Wi-Fi, multiple options for childcare and healthcare, a post office, a communal kitchen, a food pantry, shelters, and permanent supportive housing units, etc.</p>
	Civic Field	Civic Field is a useful amenity to the community, however, our survey results showed that it is underused.	<p>There is an opportunity, through engagement with the community, to identify what characteristics are missing from Civic Field and what should be incorporated to make it a more useful place for members of the community. Additionally, the relocation of the elementary school and the addition of a proposed community center next to Civic</p>

			Field will make the space a more engaging and interesting place to go to.
	Local/Small Business Preservation	A significant portion of commercial infrastructure throughout the Corridor is dedicated to external, large-scale corporate businesses which reinforces ideas of mass production and auto centrism.	Strongly discourage displacing/rearranging the locations of local/small businesses unless the reassigned location proves to be more beneficial for the business. Preserving local/small businesses shall be prioritized over large-scale corporate commercial entities.
Housing	Mixed-Use Neighborhoods	North of Lakeway, much of the development is low-density with few opportunities to walk to services and other land uses.	Designing new developments along Lincoln and Lakeway with mixed uses in mind can lead to greater opportunities. Additionally, the aging light industrial park along Frasier (northern end of the study area) presents opportunities for neighborhood supporting services, if a shift away from light industrial is encouraged and support of other use types (such as doctors' offices, small retail, recreation, cafes, and a potential community garden are made available).
	Mixes Housing Types and Affordability	The area has developed towards a mix of housing types in recent decades, but still has a large presence of single-family housing and very few "Middle Housing" types. This lack of variety has led to a large proportion of housing cost-burdened individuals. According to our survey results 50% of respondents from neighborhoods located within our study area indicated they were cost-burdened in some way, including 28% of respondents who indicated they were spending more than half their income on housing.	New housing bills passed in the Washington State House allow for increased density in these single-family zoned neighborhoods, which indicates the pattern of the neighborhood has an opportunity to densify in multiple ways; through small-scale development - without replacing single-family homes - such as ADUs, medium scale densification as older homes become replaced by duplexes, triplexes, and townhomes, and through larger densification projects including multistory

			apartment complexes which have the space to be build on lots along Lakeway and the southern section of Lincoln. Increased presence of housing units of various types should, in theory, lead to better affordability.
	Housing and Job Proximity	Tied to the general land use of the area being lower density/ single family housing the ability to travel to work locations nearby is lessened, especially for those traveling via walking or bicycling.	In addition to the densification of housing through mixed-use developments, these buildings will also be able to provide work location opportunities, both through small-scale retail and restaurant opportunities, and the inclusion of office spaces.
	Preferred Locations	Currently, some of the most valuable/preferable locations for both housing and businesses are occupied by uses that would be better suited to different land use types.	There are potential changes already in motion to occur on some of these sites, as well as potential for innovative land use types that may allow for redevelopment or retrofitting of these areas.
	Renewable Energy Production	The continued urbanization of Bellingham results in higher consumption rates of energy, emphasizing the need to pursue alternative forms.	Incentives can be created to entice developers into incorporating solar panels/windows (Building Integrated Photovoltaics (BIPV)) in their projects. A policy specific to the Lincoln St Urban Village can be made that reduces taxes or fees required in development. Possible locations for solar panels include south-facing rooftops, parking space canopies (see Maple Park Apts), and transit shelter rooftops, among others. BIPV can be included in new and existing structures in the windows that get a lot of sun, sunroofs, etc.
	Connected Community	The neighborhoods surrounding the Lincoln Creek Urban Village have been bifurcated by the interstate and	Providing multimodal transportation routes and additional community

		Lakeway Drive. A physical and cultural disconnect exists between these sections of the neighborhood	gathering spaces can bridge this gap in the neighborhood.
	Anti-Gentrification	As the neighborhood begins to revitalize, property values, rent rates, and mortgages are expected to increase, potentially forcing out families and business owners who have worked and lived in the neighborhood for years.	Creating policies and recommendations that prioritize the returning of properties to their original owners/renters at a similar or more affordable rate. Potential to prohibit rent price gouging software in the Urban Village to keep rents from being artificially raised.

CAPACITY ANALYSIS TABLE

Property ID	PARCEL CODE	Address	Land Use	Zoning	Property Value	Improvement Value	Value Ratio	Visual Assessment	Infill Potential	Future Use Potential
72969	380329025081	1470 King St	AUTO PARKING	Commercial	\$320,021	\$ -	0.00	Parking lot	High	high density commercial
73174	380329080187	1625 Moore St	RESIDENTIAL	Residential Multi	\$119,171	\$ -	0.00	House	High	Missing middle residential transition
72966	380329025064	1444 King St	WHSE/STORAGE	Commercial	\$251,525	\$ -	0.00	Storage facility	High	high density commercial
73173	380329080183	1621 Moore St	RESIDENTIAL	Residential Multi	\$119,171	\$ -	0.00	House	High	Missing middle residential transition
73172	380329080179	1617 Moore St	RESIDENTIAL	Residential Multi	\$119,171	\$ -	0.00	House	High	Missing middle residential transition
72965	380329025057	1434 King St	WHSE/STORAGE	Commercial	\$125,763	\$ -	0.00	Storage facility	High	high density commercial
73123	380329057183	1620 Lincoln St	RES 2 BDRM	Residential Multi	\$234,981	\$114,789.00	0.49	House	High	Missing middle residential transition
72963	380329025050	King St	WHSE/STORAGE	Commercial	\$62,881	\$ -	0.00	Functions as parking for storage units, owned by them. Really Narrow Lot. Borders Lincoln Creek open area	High	high density mixed use
72961	380329025040	1416 King St	COMMERCIAL	Commercial	\$249,357	\$ -	0.00	Multiple businesses	High	high density commercial
72959	380329025025	King St	COMMERCIAL	Commercial	\$130,099	\$ -	0.00	Narrow lot amongst multiple businesses,	Low	high density mixed use
72972	380329026020	King St	COMMERCIAL	Commercial	\$130,099	\$ -	0.00	Narrow lot amongst multiple businesses,	Low	high density mixed use
73059	380329041020	Lincoln St	AUTO PARKING	Commercial	\$28,800	\$ -	0.00	Parking lot	High	high density mixed use

72994	38032903 7128	1517 Lincoln St	RES 1 BDRM	Residenti al Multi	\$234,981	\$ 152,276.00	0.65	House	High	Missing middle residential transition
73076	38032904 3025	Lincoln St	AUTO PARKING	Commer cial	\$17,280	\$ -	0.00	Parking lot	High	high density commercial
73077	38032904 3035	Lincoln St	RESIDENTIAL	Public	\$41,195	\$ -	0.00	Park	High, but we should preserve green space	none
73078	38032904 3048	Lincoln St	RESIDENTIAL	Public	\$20,598	\$ -	0.00	Park	See above	none
73079	38032904 3059	Lincoln St	RESIDENTIAL	Public	\$41,195	\$ -	0.00	Park	See above	none
73080	38032904 3073	Lincoln St	RESIDENTIAL	Public	\$30,896	\$ -	0.00	Park	See above	none
73150	38032906 1088	1470 Lincoln St	RES 1 BDRM	Residenti al Multi	\$234,981	\$ 144,489.00	0.61	House	High	Missing middle residential transition
73149	38032906 1082	1458 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 147,737.00	0.63	House	High	Missing middle residential transition
189837	38033100 3377	1221, 1235, 1243 LINCOLN ST	COMMERCIAL	COMME RCIAL	\$1,701,1 62	\$ -	0.00	Empty lot	High	high density commercial
189838	38033155 9339	1175 LINCOLN ST	COMMERCIAL	COMME RCIAL	\$1,290,7 58	\$ -	0.00	Parking lot	High	high density commercial
73152	38032906 2025	1007 Potter St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 186,286.00	0.79	House	High	Missing middle residential transition
78299	38033155 6528	813, 811 Lakeway Dr	EAT/DRINK	Commer cial	\$761,099	\$ 538,891.00	0.71	Coffee shop	High	high density commercial
78367	38033202 3549	1326 King St	OTHR BUS SER	COMME RCIAL	\$189,728	\$ 90,287.00	0.48	Beauty salon	High	high density commercial

73057	38032904 1004	1345 Lincoln St	OTHR MED/HLT	Commer cial	\$292,723	\$ 8,004.00	0.03	Parking lot	High	high density commercial
78431	38033203 8536	Lincoln St	COMMERCIAL	COMME RCIAL	\$148,922	\$ -	0.00	Parking lot	High	high density commercial
78447	38033204 3527	921 Lakeway Dr	EATING PLACE	COMME RCIAL	\$246,692	\$ 173,967.00	0.71	Restaurant (out of business?)	High	high density commercial
78908	38033208 5524	1107 Lakeway Dr	SEC SCHOOLS	Public	\$43,631	\$ -	0.00	Carl Cozier Elementary	High	high density mixed use
183259	38032905 5146	1534 LINCOLN ST	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 164,502.00	0.70	House	High	Missing middle residential transition
73131	38032905 8145	1532 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ -	0.00	Burned Down	High	Missing middle residential transition
73119	38032905 7139	1530 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 177,698.00	0.76	House	High	Missing middle residential transition
73118	38032905 7136	1524 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 126,829.00	0.54	House	High	Missing middle residential transition
73141	38032906 0108	1500 Lincoln St	RM 20 UNITS	Residenti al Multi	\$130,680	\$ 21,259.00	0.16	Mostly Parking for 1506 Lincoln	High	High density residential transition
73070	38032904 2115	1507 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 178,559.00	0.76	House	High	Missing middle residential transition
72985	38032903 5111	1505 Lincoln St	RES 1 BDRM	Residenti al Multi	\$234,981	\$ 96,861.00	0.41	House	High	Missing middle residential transition
175122	38032902 8124	1509 Lincoln St	RES NO CODE	Residenti al Multi	\$158,895	\$ 36,814.00	0.23	House	High	Missing middle residential transition
175121	38032902 8128	1513 Lincoln St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 163,634.00	0.70	House	High	Missing middle residential transition
72978	38032902 8120	Lincoln St	RES	Residenti al Multi	\$117,700	\$ -	0.00	Parking	High	High density residential
73125	38032905 7212	1706 Lincoln St	INDUSTRIAL	INDUST RIAL	\$162,468	\$ -	0.00	Industrial site	High	Commercial/Industrial mixed use
73108	38032905 6219	1714 Lincoln St	INDUSTRIAL	INDUST RIAL	\$165,460	\$ -	0.00	Industrial site	High	Commercial/Industrial mixed use

73159	38032907 1211	1015 Fraser St	INDUSTRIAL	INDUSTRIAL	\$132,966	\$ -	0.00	Industrial site	High	Commercial/Industrial mixed use
73177	38032908 0211	1025 Fraser St	INDUSTRIAL	INDUSTRIAL	\$192,326	\$ -	0.00	Medical supply store, insulation contractor	High	Commercial/Industrial mixed use
73155	38032906 2229	N/A	INDUSTRIAL	INDUSTRIAL	\$223,444	\$ -	0.00	Construction company	High	Commercial/Industrial mixed use
73160	38032907 1224	N/A	INDUSTRIAL	INDUSTRIAL	\$158,194	\$ -	0.00	Construction company	High	Commercial/Industrial mixed use
73319	38032922 3217	Fraser St	INDUSTRIAL	INDUSTRIAL	\$202,462	\$ -	0.00	Appears to be mainly parking	High	Commercial/Industrial mixed use
73317	38032921 7235	Fraser St #2	INDUSTRIAL	INDUSTRIAL	\$165,902	\$ -	0.00	Appears to be mainly parking	High	Commercial/Industrial mixed use
183664	38033151 6188	835, 839, 845 LINCOLN ST	AUTO WASH SV	COMMERCIAL	\$1,283,124	\$ 830,238.00	0.65	Multi use, autocentric (car wash, repair shop, drive-thru)	High	mixed use transition
183666	38033152 4161	825 LINCOLN ST	MINI STORAGE	COMMERCIAL	\$410,365	\$ -	0.00	Storage, attached to 827 Lincoln	Low - attached to other structure	mixed use transition
78220	38033152 3149	NA	COMMERCIAL	COMMERCIAL	\$154,903	\$ -	0.00	Small empty lot	High	mixed use transition
78219	38033152 3140	3811 Consolidation Ave	LEGAL SERV	COMMERCIAL	\$225,302	\$ 117,038.00	0.52	Legal service in former house	High	mixed use transition
78208	38033151 7144	3809 Consolidation Ave	RES 3 BDRM	COMMERCIAL	\$204,795	\$ 159,986.00	0.78	House	High	Missing middle residential transition
78198	38033150 8144	3805 Consolidation Ave	RES 2 BDRM	COMMERCIAL	\$377,012	\$ 68,368.00	0.18	House	High	Missing middle residential transition
78207	38033151 6125	3816 Consolidation Ave	COMMERCIAL	COMMERCIAL	\$418,310	\$ -	0.00	Empty lot	High	high density commercial

78204	38033151 4114	755 Lincoln St	COMMERCIAL	COMME RCIAL	\$1,391,1 61	\$ -	0.00	Empty lot	High	high density commercial
78292	38033155 1149	820 Lincoln St	AUTO PARKING	COMME RCIAL	\$676,268	\$ 80,400.00	0.12	North Park and Ride; Lincoln Creek	High	mixed use transition
78312	38033200 2141	NA	COMMERCIAL	COMME RCIAL	\$38,786	\$ -	0.00	Edge of Park and Ride	Low - Poor Geograp hy	mixed use transition
78290	38033154 8116	800 Lincoln St	AUTO PARKING	COMME RCIAL	\$1,790,3 18	\$ -	0.00	South Park and Ride	High	mixed use transition
78351	38033201 0020	NA	COMMERCIAL	COMME RCIAL	\$246,938	\$ -	0.00	Empty Lot	High	mixed use transition
21598	37030503 1505	4000 Dumas Ave	RESIDENTIAL	RESIDE NTIAL SINGLE	\$1,580,4 97	\$ -	0.00	Large open space owned by city but zoned single family; partially in our area	Medium? Small portion in urban village	Missing middle residential transition
23345	37030654 1553	3904 Dumas Ave	RESIDENTIAL	RESIDE NTIAL SINGLE	\$60,968	\$ -	0.00	Empty lot	High	Missing middle residential transition
23354	37030654 2540	3907 Elwood Ave	RESIDENTIAL	RESIDE NTIAL SINGLE	\$200,051	\$ -	0.00	Empty lot	High	Missing middle residential transition
175413	37030649 4551	3805 Elwood Ave	RM 99+ UNITS	COMME RCIAL	\$493,448	\$ -	0.00	High density apts	Low	high density mixed use
73239	38032913 9312	1301 Meador Ave	INDUSTRIAL	INDUST RIAL	\$285,379	\$ -	0.00	Industrial site	High	Commercial/Industrial mixed use
73243	38032914 3257	1303 Meador Ave	INDUSTRIAL	INDUST RIAL	\$18,105	\$ -	0.00	Industrial site	High	Commercial/Industrial mixed use
73242	38032914 0336	Fraser St	RETENTION PD	INDUST RIAL	\$56,845	\$ -	0.00	Retention pond	Low, should avoiding	Commercial/Industrial mixed use

									developing here	
73289	380329208342	1401 Meador Ave	INDUSTRIAL	INDUSTRIAL	\$262,051	\$ -	0.00	Buffer area?	Low, green space	Commercial/Industrial mixed use
73349	380329243316	1425 Meador Ave	INDUSTRIAL	INDUSTRIAL	\$531,101	\$ -	0.00	Industrial site	Low	Commercial/Industrial mixed use
79340	380332169506	1312 LAKEWAY DR	EATING PLACE	COMMERCIAL	\$518,158	\$ 238,487.00	0.46	Papa Murphy's	High	mixed use transition
79051	380332104505	1400 LAKEWAY DR	RES 2 BDRM	RESIDENTIAL MULTI	\$241,035	\$ 141,533.00	0.59	Small 2 BR house, could be made into higher density + zoned for it	High	High density residential
79430	380332201450	PUGET ST	RESIDENTIAL	RESIDENTIAL SINGLE	\$187,858	\$ -	0.00	Nothing here, maybe doubles as a yard? But overgrown. Also zoned SF amidst all multi. Weird anomaly that could use some further insight.	High / Medium	Missing middle residential transition
79391	380332196447	1203 PUGET ST	RESIDENTIAL	RESIDENTIAL MULTI	\$221,009	\$ -	0.00	Also Nothing here, just a big overgrown patch. Really weird. Owned by same person as other blank lot that borders. PHILIP J HUBERT & MARY K GOMEZ	High / Medium	High density residential
79171	380332134467	N/A	RES MULTI	RESIDE	\$17,366	\$ 5,779.00	0.33	Parking Strip between plats of apt complex	Tech high, but prob low	High density residential transition

				NTIAL MULTI						
79149	38033212 5497	NEVADA ST	AUTO PARKING	RESIDE NTIAL SINGLE	\$218,754	\$ 2,320.00	0.01	Just a parking lot rn for neighboring biz. Could be Much more. But zoned sf...	High	Missing middle residential transition
79148	38033212 5493	NEVADA ST	AUTO PARKING	RESIDE NTIAL SINGLE	\$218,754	\$ 2,320.00	0.01	Also just parking. 2 lots are really one use, same owner of JARVIS- SAW MILL LLC	High	Missing middle residential transition
79146	38033212 5480	1232 NEVADA ST	RESIDENTIAL	RESIDE NTIAL SINGLE	\$99,073	\$ -	0.00	Functions as Parking for Islamic society	Medium?	Missing middle residential transition
79145	38033212 5474	1230 NEVADA ST	RES 2 BDRM	RESIDE NTIAL SINGLE	\$250,221	\$ 159,772.00	0.64	Small Sf home, bordered by other mixture of sf and mf	High	Missing middle residential transition
79144	38033212 5467	1222 NEVADA ST	RES 2 BDRM	RESIDE NTIAL SINGLE	\$227,474	\$ 152,119.00	0.67	Small Sf home, bordered by other mixture of sf and mf	High	Missing middle residential transition
79294	38033216 3524	1311, 1309 LAKEWA Y DR	RESIDENTIAL	COMME RCIAL	\$205,767	\$ -	0.00	House	High	Missing middle residential transition
78842	38033207 1557	1078 Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$480,264	\$ -	0.00	Cruisin Coffee, small building, big lot. Lots of potential.	High	high density commercial
78999	38033209 8505	Lakeway Dr	EATING PLACE	COMME RCIAL	\$201,375	\$ -	0.00	N/A	High	high density commercial

79058	38033210 6505	1120 Lakeway Dr	EATING PLACE	COMME RCIAL	\$353,290	\$ 181,385.00	0.51	Sol de Mexico restaurante, lawns in front, entrance/parking in back	High	high density commercial
79047	38033210 3476	1231 Nevada St	COMMERCIAL	COMME RCIAL	\$142,606	\$ -	0.00	Empty, currently functions as yard for 1223 Nevada House	High	high density mixed use
79032	38033210 2470	1223 Nevada St	RES 2 BDRM	COMME RCIAL	\$235,663	\$ 117,084.00	0.50	House	High	high density mixed use
78954	38033209 2497	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$163,942	\$ -	0.00	N/A	Low	high density mixed use
78953	38033209 2488	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$247,434	\$ -	0.00	N/A	Low	High density mixed use
78962	38033209 3476	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$113,407	\$ -	0.00	N/A	Low	High density mixed use
78926	38033208 9471	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$134,027	\$ -	0.00	N/A	Low	High density mixed use
78961	38033209 3458	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$329,911	\$ -	0.00	N/A	Low	High density mixed use
78960	38033209 3446	Lakeway Dr	CONV NEIGHBR	COMME RCIAL	\$163,942	\$ -	0.00	N/A	Low	High density mixed use
79046	38033210 3462	1221 Nevada St	RES 4 BDRM	COMME RCIAL	\$97,843	\$ 44,217.00	0.45	House	High	High density residential
79045	38033210 3453	1211 Nevada St	RES 3 BDRM	COMME RCIAL	\$282,208	\$ 128,427.00	0.46	House	High	High density residential
79357	38033218 6524	1401 LAKEWA Y DR	RES DUPLEX	RESIDE NTIAL MULTI	\$384,956	\$ 273,868.00	0.71	Duplex	High	High density residential
79418	38033219 9524	1415 LAKEWA Y DR	RES 3 BDRM	RESIDE NTIAL MULTI	\$384,956	\$ 305,862.00	0.79	House	High	High density residential
73138	38032905 9198	1630 Lincoln St	RM 12 Units	Residenti al Multi	\$641,678	\$ 723,214.00	1.13	Apartments	Medium	High density residential transition

73142	38032906 0188	1624 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 284,423.00	1.13	Duplex	Medium	Missing middle residential transition
72968	38032902 5073	1452 King St	RES 3 BDRM	Commer cial	\$234,981	\$ 233,951.00	1.00	House	Medium	Missing middle residential transition
72967	38032902 5069	1448 King St	RES 2 BDRM	Commer cial	\$234,981	\$ 275,487.00	1.17	House	Medium	Missing middle residential transition
73122	38032905 7179	1616 Lincoln St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 258,789.00	1.10	House	Medium	Missing middle residential transition
73183	38032908 1176	1613 Moore St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 210,602.00	0.90	House	High	Missing middle residential transition
73182	38032908 1172	1611 Moore St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 275,036.00	1.17	House	Medium	Missing middle residential transition
73134	38032905 8170	1602 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 233,286.00	0.99	House	Medium	Missing middle residential transition
73133	38032905 8164	1600 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 258,998.00	1.10	House	Medium	Missing middle residential transition
73165	38032907 6163	1601 Moore St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 277,335.00	1.18	House	Medium	Missing middle residential transition
73055	38032904 0179	1617 Lincoln St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 220,195.00	0.94	House	Medium	Missing middle residential transition
73005	38032903 8164	1601 Lincoln St	RES 2 BDRM	Residenti al Multi	\$252,387	\$ 216,614.00	0.86	House	Medium	Missing middle residential transition
73002	38032903 8148	1539 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 268,931.00	1.14	House	Medium	Missing middle residential transition
73001	38032903 8143	1531 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 260,883.00	1.03	Duplex	Medium	Missing middle residential transition
72999	38032903 8138	1529 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 260,883.00	1.03	Duplex	Medium	Missing middle residential transition
72997	38032903 7135	1527 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 260,883.00	1.03	Duplex	Medium	Missing middle residential transition
72995	38032903 7130	1525 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 225,000.00	0.96	House	Medium	Missing middle residential transition
72993	38032903 7123	1515 Lincoln	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 222,500.00	0.95	House	Medium	Missing middle residential transition

72992	38032903 7120	1511 Lincoln	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 220,113.00	0.94	House	Medium	Missing middle residential transition
78328	38033200 8461	800 LAKEWA Y DR	CONV NEIGHBR	COMME RCIAL	\$10,194, 432	\$ 10,744,956.00	1.05	Grocery store (Fred Meyer)	Medium	High density commercial
73147	38032906 1069	1450 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 194,451.00	0.83	House	Medium	Missing middle residential transition
73137	38032905 9048	1430 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 245,741.00	0.97	Duplex	Medium	Missing middle residential transition
175002	38032906 0037	1420 Lincoln St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 273,337.00	1.16	House	Medium	Missing middle residential transition
73158	38032907 0023	1015 Potter St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 278,654.00	1.19	House	Medium	Missing middle residential transition
78374	38033202 4545	1316, 1318 King St	OTHR PROF SV	COMME RCIAL	\$292,723	\$ 299,135.00	1.02	Massage therapist	Medium	High density commercial
78446	38033204 0561	1337 Lincoln St	BUSINESS SER	COMME RCIAL	\$189,728	\$ 207,354.00	1.09	Nail salon	Medium	High density commercial
78443	38033204 0551	1329 Lincoln St	BUSINESS SER	COMME RCIAL	\$189,728	\$ 213,808.00	1.13	Thai massage therapist	Medium	High density commercial
73117	38032905 7132	1522 Lincoln St	RES 2 BDRM	Residenti al Multi	\$234,981	\$ 234,558.00	1.00	House	Medium	Missing middle residential transition
73116	38032905 7127	1518 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 280,040.00	1.19	House	Medium	Missing middle residential transition
73201	38032910 0301	1001 Meador Ave	HTG APP/PLBG	INDUST RIAL	\$1,013,8 75	\$ 989,791.00	0.98	Construction company	Medium	Commercial/industrial mixed use
73235	38032913 7232	1302 Meador Ave	OTHR SPEC CO	INDUST RIAL	\$225,015	\$ 205,959.00	0.92	Auto body shop	Medium	Commercial/industrial mixed use
73241	38032914 0214	1221 Fraser St	WHSE/STORAGE	INDUST RIAL	\$277,659	\$ 329,516.00	1.19	Cleaners	Medium	Commercial/industrial mixed use
73251	38032915 5238	1304 Meador Ave	WHSE/STORAGE	INDUST RIAL	\$386,958	\$ 448,191.00	1.16	Manufacturer	Medium	Commercial/industrial mixed use

23388	370306550553	300 40th St	RES 2 BDRM	RESIDENTIAL SINGLE	\$454,948	\$ 376,790.00	0.83	House	Medium	Missing middle residential transition
23418	370306555540	350 40th St	RES 3 BDRM	RESIDENTIAL SINGLE	\$402,454	\$ 433,516.00	1.08	House	Medium	Missing middle residential transition
79183	380332135506	1220 LAKEWAY DR	UTILITIES	COMMERCIAL	\$411,768	\$ 382,850.00	0.93	Public utilities building	Medium? A public utility building so important but perhaps could be in diff place in the future	None
79119	380332123506	1200 LAKEWAY DR	OTHR PROF SV	COMMERCIAL	\$383,328	\$ 363,358.00	0.95	Business Park	Medium? Private biz park so could be hard to change. Ugly too.	High Denisty mixed use
79251	380332156506	1300 LAKEWAY DR	GEN STORES	COMMERCIAL	\$518,158	\$ 439,293.00	0.85	7/11, Subway, and Papa Johns	Medium	Mixed use transition
79385	380332191506	1406 LAKEWAY DR	RES 2 BDRM	RESIDENTIAL MULTI	\$241,035	\$ 200,627.00	0.83	Small House right in transition zone betw commercial / neighborhood	Medium	Missing middle residential transition
79392	380332196505	1412 LAKEWAY DR	RES 2 BDRM W/ ADU	RESIDENTIAL MULTI	\$241,035	\$ 201,124.00	0.83	Small sf home w ADU	Medium	Missing middle residential transition

79401	38033219 9461	1221 PUGET ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$253,721	\$ 262,846.00	1.04	Small sf home, in neighborhood but could be dplex / triplex?	Medium	Missing middle residential transition
79400	38033219 9455	1213 PUGET ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$253,721	\$ 234,345.00	0.92	Small home tucked back in brush, could potentially be combined w empty lot next to it	Medium	Missing middle residential transition
79434	38033220 2441	1201 PUGET ST	RES 4 BDRM	RESIDE NTIAL SINGLE	\$253,721	\$ 289,784.00	1.14	Small Sf home	Medium	Missing middle residential transition
79143	38033212 5446	1200 NEVADA ST	RES 3 BDRM	RESIDE NTIAL SINGLE	\$227,474	\$ 247,485.00	1.09	Weird sf development w 2 buildings, big provacy hedges	Medium	High density residential transition
79335	38033216 7546	1327 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 255,518.00	1.08	House	Medium	Missing middle residential transition
79334	38033216 7540	1321 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 241,616.00	1.02	House	Medium	Missing middle residential transition
79333	38033216 7534	1315 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 221,413.00	0.94	House	Medium	Missing middle residential transition
78791	38033206 0557	1000 Lakeway Dr	BANK SERV	COMME RCIAL	\$571,199	\$ 512,585.00	0.90	Keybank, big landscaped setback	Medium	High density commercial
79376	38033218 9557	1340 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 264,906.00	1.12	House	Medium	Missing middle residential transition
79372	38033218 9533	1310 Pacific St	RES 2 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 200,475.00	0.85	House	Medium	Missing middle residential transition

79387	38033219 2524	1409 LAKEWA Y DR	RES 1 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 273,303.00	1.16	House	Medium	Missing middle residential transition
79437	38033220 4524	1421 LAKEWA Y DR	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 258,391.00	1.09	House	Medium	Missing middle residential transition
73143	38032906 0192	1628 Lincoln St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 317,609.00	1.35	House	Low	None
72973	38032902 6093	1470 King St	WHSE/STORAGE	Commer cial	\$240,016	\$ 2,477,719.00	10.32	Self-storage facility	Low	None
73175	38032908 0195	1633 Moore St	RM 16 UNITS	Residenti al Multi	\$518,528	\$ 932,540.00	1.80	Apartments	Low	None
72964	38032902 5053	1440 King St	WHSE/STORAGE	Commer cial	\$125,763	\$ 956,245.00	7.60	Parking lot	Low	None
73120	38032905 7174	1610 Lincoln St	RES FOURPLEX	Residenti al Multi	\$287,199	\$ 580,259.00	2.02	Fourplex	Low	None
73166	38032907 6167	1605 Moore St	RES 5 BDRM	Residenti al Multi	\$234,981	\$ 415,375.00	1.77	House	Low	None
73071	38032904 2189	1625 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 293,973.00	1.25	House	Low	None
73060	38032904 1184	1623 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 335,342.00	1.43	House	Low	None
73017	38032903 9174	1611 Lincoln St	RES TRIPLEX	Residenti al Multi	\$339,417	\$ 753,482.00	2.22	Triplex	Low	None
72962	38032902 5047	1420 King St	CONV NEIGHBR	Commer cial	\$187,018	\$ 744,780.00	3.98	Multiple businesses	Low	None
72960	38032902 5033	1400 King St	OTHR PROF SV	Commer cial	\$195,149	\$ 908,502.00	4.66	Multiple businesses	Low	None
73006	38032903 8168	1605 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 290,214.00	1.24	House	Low	None
73004	38032903 8152	950 York St	RES DUPLEX	Residenti al Multi	\$269,793	\$ 496,785.00	1.84	Duplex	Low	None
73021	38032904 0088	910 Gladstone St	CONDOMINIUMS	Commer cial	\$2,141,3 35	\$ 6,712,719.00	3.13	Condominiums complex	Low	None

73151	38032906 1094	1474 Lincoln St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 400,817.00	1.71	House	Low	None
73148	38032906 1076	1456 Lincoln St	RES FOURPLEX	Residenti al Multi	\$287,199	\$ 574,062.00	2.00	House	Low	None
78283	38033152 5455	714 LAKEWA Y DR	HOTEL/MOTEL	COMME RCIAL	\$3,309,5 09	\$ 11,761,197.00	3.55	3-star hotel, bar & grill, restaurant	Low	High Density commercial/hotel
180667	38033153 5342	800 VIKING CIRCLE	RM 99+ UNITS	COMME RCIAL	\$6,998,4 00	\$ 48,376,255.00	6.91	Apartment complex	Low	None
178009	38033201 5405	1251 LINCOLN ST	OTHR RET TRD	COMME RCIAL	\$777,530	\$ 1,506,251.00	1.94	Hair salon, pizza delivery, massage spa, spa and health club	Low	High Density mixed use
189839	38033154 2317	1155 LINCOLN ST	MINI STORAGE	COMME RCIAL	\$1,123,5 64	\$ 6,642,587.00	5.91	Storage facility	Low	High Denisty mixed use
178007	38033152 8225	LINCOLN ST	RES MULTI	COMME RCIAL	\$0	\$ -	N/A	Nothing here currently, zoned commercial. Big lot w potential for frontage	High, might be somethin g unique w this parcel but we need to change this in the GIS. Why is the land valued at \$0?	
73146	38032906 1064	1440 Lincoln St	RES FOURPLEX	Residenti al Multi	\$287,199	\$ 458,674.00	1.60	Fourplex	Low	None
73145	38032906 1056	1436 Lincoln St	RES FOURPLEX	Residenti al Multi	\$287,199	\$ 457,040.00	1.59	Fourplex	Low	None

73136	38032905 9045	1428, 1426 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 378,925.00	1.50	Duplex	Low	None
175003	38032906 0041	1422 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 456,756.00	1.81	Duplex	Low	None
73154	38032906 2033	1416 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 332,437.00	1.32	Duplex	Low	None
73153	38032906 2029	1412 Lincoln St	RES DUPLEX	Residenti al Multi	\$252,387	\$ 315,863.00	1.25	Duplex	Low	None
73107	38032905 6025	1001 Potter St	RES 2 BDRM	Residenti al Multi	\$0	\$ 150,070.00	N/A	House	?	None
73164	38032907 6090	1471 Moore St	RM 20 UNITS	Residenti al Multi	\$972,240	\$ 2,107,374.00	2.17	Apartments	Low	None
73169	38032907 7057	1400 Moore St	RM 64 UNITS	Residenti al Multi	\$1,589,7 60	\$ 3,205,738.00	2.02	Apartments	Low	None
73168	38032907 7025	1025 Potter St	RM 15 UNITS	Residenti al Multi	\$850,710	\$ 2,047,139.00	2.41	Apartment building	Low	None
78300	38033155 6546	805 Lakeway Dr	HOTL/MOTL&U	Commer cial	\$1,286,5 00	\$ 4,318,022.00	3.36	2-star motel	Low	High density commercial/hotel
72899	38032900 7007	1345, 1337 King St	MED/HLTH SER	Commer cial	\$426,834	\$ 787,685.00	1.85	Medical supply store	Low	None
78316	38033200 5560	1333 King St	OTHR BUS SER	Commer cial	\$284,746	\$ 496,165.00	1.74	Beauty salon, home health care service	Low	None
78321	38033200 6555	1329 King St	DENTAL SERV	Commer cial	\$205,400	\$ 315,431.00	1.54	Denture care center	Low	None
78313	38033200 3548	1321 King St	OTHR PROF SV	Commer cial	\$292,723	\$ 405,045.00	1.38	Clothing store	Low	None
72957	38032902 5005	1344 King St	OTHR MED/HLT	Commer cial	\$439,085	\$ 1,332,505.00	3.03	Cardiologist	Low	None
78375	38033202 4557	1334 King St	FIN/INS/R ES	Commer cial	\$439,085	\$ 643,470.00	1.47	Computer support and services,	Low	None

								accounting firm, beauty salon		
78399	38033202 6532	909, 913 Lakeway Dr	BUSINESS SER	COMME RCIAL	\$966,570	\$ 2,023,180.00	2.09	Real estate agency	Low	High density commercial
73058	38032904 1008	904 Potter St	PROF SERV	Commer cial	\$200,570	\$ 401,070.00	2.00	Tourist attraction	Low	None
78444	38033204 0557	1333 Lincoln St	BUSINESS SER	COMME RCIAL	\$189,728	\$ 244,004.00	1.29	Clothing alteration service	Low	None
78442	38033204 0549	1325 Lincoln St	BUSINESS SER	COMME RCIAL	\$189,728	\$ 335,964.00	1.77	Accountant	Low	None
78418	38033203 7540	1323 Lincoln St	ENG/ARCH SER	COMME RCIAL	\$269,437	\$ 734,135.00	2.72	Pest control service	Low	None
78845	38033207 2539	1330 Lincoln St	PRIMARY SCH	Public	\$1,784,5 00	\$ 3,788,545.00	2.12	Carl Cozier Elementary	Low	High density mixed use
183260	38032906 0148	1010 York St	ZERO LL 3 BD	Residenti al Multi	\$234,981	\$ 315,150.00	1.34	Apartments	Low	None
183261	38032906 0146	1010 York St	ZERO LL 3 BD	Residenti al Multi	\$234,981	\$ 312,450.00	1.33	Apartments	Low	None
183262	38032906 0143	1010 York St	ZERO LL 3 BD	Residenti al Multi	\$234,981	\$ 312,450.00	1.33	Apartments	Low	None
73115	38032905 7122	1512 Lincoln St	RES FOURPLEX	Residenti al Multi	\$287,199	\$ 509,923.00	1.78	Fourplex	Low	None
73163	38032907 5136	1060 York St	RM 40 UNITS	Residenti al Multi	\$1,254,5 28	\$ 2,481,732.00	1.98	Apartments	Low	None
73178	38032908 1120	1509 Moore St	RES FOURPLEX	Residenti al Multi	\$382,932	\$ 799,724.00	2.09	Fourplex	Low	None
73189	38032908 3109	1505 Moore St	RM 6 UNITS	Residenti al Multi	\$405,108	\$ 707,980.00	1.75	Apartments	Low	None
73161	38032907 2108	1506 Lincoln St	RM 20 UNITS	Residenti al Multi	\$810,200	\$ 1,258,035.00	1.55	Apartments	Low	None
73069	38032904 2108	1503 Lincoln St	RES TRIPLEX	Residenti al Multi	\$287,199	\$ 713,063.00	2.48	Triplex	Low	None

72981	38032903 2112	909 Gladstone St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 338,904.00	1.44	House	Low	None
72974	38032902 7112	905 Gladstone St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 338,904.00	1.44	House	Low	None
72951	38032902 3110	901 Gladstone St	RES 3 BDRM	Residenti al Multi	\$234,981	\$ 355,956.00	1.51	House	Low	None
176554	38032902 9134	930 York St	RES DUPLEX	Residenti al Multi	\$269,793	\$ 489,963.00	1.82	Duplex	Low	None
176556	38032903 0139	940 York St	RES 4 BDRM	Residenti al Multi	\$234,981	\$ 337,053.00	1.43	House	Low	None
176552	38032903 3148	946 York St	RES 6 BDRM	Residenti al Multi	\$269,793	\$ 425,735.00	1.58	House	Low	None
73200	38032909 9220	1750 Moore St	WHSE/STORAGE	INDUST RIAL	\$307,350	\$ 502,755.00	1.64	Solar energy equipment supplier	Low	None
73224	38032911 7221	1200 Meador Ave	OTHR WHSE/ST	INDUST RIAL	\$488,769	\$ 1,013,496.00	2.07	Cider bar	Low	None
73256	38032916 1216	1301 Fraser St	WHSE/STORAGE	INDUST RIAL	\$313,933	\$ 520,936.00	1.66	Employment agency	Low	None
73264	38032917 5249	1308 Meador Ave	WHSE/STORAGE	INDUST RIAL	\$425,810	\$ 585,311.00	1.37	Driving school	Low	None
73271	38032918 1224	1305 Fraser St	WHSE/STORAGE	INDUST RIAL	\$478,319	\$ 648,565.00	1.36	Manufacturer	Low	None
73286	38032920 6252	1414 Meador Ave	WHSE/STORAGE	INDUST RIAL	\$450,212	\$ 900,688.00	2.00	School, gymnastics center	Low	None
73344	38032924 0251	1420 Meador Ave	OTHR WHSE/ST	INDUST RIAL	\$378,425	\$ 1,003,637.00	2.65	Physical fitness program, food producer, auto glass shop	Low	None

73282	38032920 1235	1710 Express Dr	WHSE/STORAGE	INDUST RIAL	\$246,962	\$ 519,789.00	2.10	Gymnastics center	Low	None
73284	38032920 3216	1405 Fraser St	WHSE/STORAGE	INDUST RIAL	\$368,992	\$ 753,697.00	2.04	Sports supply therapist, seed supplier	Low	None
73346	38032924 2231	1515 Fraser	OTHR WHSE/ST	INDUST RIAL	\$334,563	\$ 1,257,458.00	3.76	Music store	Low	None
73350	38032924 4215	1501 Fraser	OTHR WHSE/ST	INDUST RIAL	\$342,745	\$ 1,071,857.00	3.13	Medical supply store	Low	None
183665	38033150 9167	827, 829 LINCOLN ST	MINI STORAGE	COMME RCIAL	\$950,462	\$ 8,636,304.00	9.09	Storage	Low	None
186462	38033200 8093	110, 140 Ashley St	RM 70 UNITS	COMME RCIAL	\$2,268,0 00	\$ 10,159,191.00	4.48	Multistory apts	Low	None
78349	38033200 9059	4008 Byron Ave	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 602,934.00	1.44	Apts	Low	None
78347	38033200 9054	4014 Byron Ave	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 539,145.00	1.28	Apts	Low	None
78346	38033200 9049	4020 Byron Ave	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 602,934.00	1.44	Apts	Low	None
78345	38033200 9046	212 Ashley St	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 707,066.00	1.68	Apts	Low	None
78333	38033200 9040	216 Ashley St	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 707,066.00	1.68	Apts	Low	None
78332	38033200 9036	220 Ashley St	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 707,066.00	1.68	Apts	Low	None
78331	38033200 9031	224 Ashley St	RES TRIPLEX	RESIDE NTIAL MULTI	\$419,952	\$ 707,066.00	1.68	Apts	Low	None

78352	380332010025	230 Ashley St	RES TRIPLEX	COMMERICAL	\$419,952	\$ 707,066.00	1.68	Apts	Low	None
78295	380331553050	3800 Byron Ave	DENTAL SERV	COMMERICAL	\$980,202	\$ 2,245,364.00	2.29	Medical office in business park	Low	None
78294	380331552031	3950, 3954, 3958, 3962, 3966 Byron Ave	RM 73 UNITS	COMMERICAL	\$2,106,512	\$ 6,958,448.00	3.30	Apts	Low	None
78221	380331524020	600, 610, 620 Lincoln St	RM 60 UNITS	COMMERICAL	\$1,620,000	\$ 8,586,000.00	5.30	Apts	Low	None
189989	370306520550	3815 Elwood Ave	RM 78 UNITS	COMMERICAL	\$3,561,998	\$ 12,079,227.00	3.39	High density apts	Low	None
189908	370306519533	3817 Elwood Ave	MIXED USE	COMMERICAL	\$659,584	\$ 6,096,873.00	9.24	Dense mixed use building	Low	None
73255	380329160307	1305, 1313 Meador Ave	WHSE/STORAGE	INDUSTRIAL	\$714,053	\$ 1,874,467.00	2.63	Dickerson Distributors	Low	None
73277	380329188314	1331, 1315 Meador Ave	GEN WHSE/STO	INDUSTRIAL	\$561,939	\$ 1,374,049.00	2.45	Businesses	Low	None
73301	380329213316	1411 Meador Ave	WHOLESL TRAD	INDUSTRIAL	\$553,478	\$ 1,848,138.00	3.34	GEAR AID	Low	None
79254	380332157545	1300 ORLEAN S ST	CONDOMINIUMS	RESIDENTIAL MULTI	\$2,315,866	\$ 5,527,737.00	2.39	Condos	Low	None
79338	380332168561	1343 PACIFIC ST	RES FOURPLEX	RESIDENTIAL MULTI	\$384,956	\$ 656,721.00	1.71	House w Dead end Street, could connect to parking lot for civic field	Low	None

79336	38033216 7553	1335 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 319,909.00	1.35	House	Low	None
78487	38033205 5388	1200 LINCOLN ST	M/H PK+99 SP	RESIDE NTIAL MULTI Subarea: 15	\$5,804,7 50	\$ 16,012,188.00	2.76	Lakeway Mobile home park. Litte Pedestrain Connectivity in / out	Technica lly high, but city code disallows land use changes til 2052	None
79435	38033220 2506	1420 LAKEWA Y DR	RM 6 UNITS	RESIDE NTIAL MULTI	\$486,120	\$ 591,282.00	1.22	Small apt complex, doesn't match character of area but dense-ish	Low	None
79405	38033219 9492	1245 PUGET ST	CONDOMINIUMS	RESIDE NTIAL MULTI	\$1,117,5 78	\$ 2,183,977.00	1.95	Nice small condo development, unlikely to be infilled	Low	None
79403	38033219 9478	1237 PUGET ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$253,721	\$ 318,486.00	1.26	Little Sf home well kept	Low	None
79402	38033219 9470	1227 PUGET ST	RES 3 BDRM	RESIDE NTIAL MULTI	\$271,219	\$ 670,497.00	2.47	Small Sf home, shrouded by shrubs	Low	None
79293	38033216 3451	1213 WHATCO M ST	RM 68 UNITS	RESIDE NTIAL MULTI	\$1,468,8 00	\$ 4,216,206.00	2.87	Big Apt Complex	Low	None
79182	38033213 5454	1213 WHATCO M ST	RM 38 UNITS	RESIDE NTIAL MULTI	\$820,800	\$ 2,039,173.00	3.63	Big Apt Complex	Low	None
79172	38033213 4480	1213 WHATCO M ST	RM 26 UNITS	RESIDE	\$561,600	\$ 1,705,060.00	N/A	Big Apt Complex	Low	None

				NTIAL MULTI						
79172	38033213 4480	1213 WHATCO M ST	RM 26 UNITS	RESIDE NTIAL MULTI	\$561,600	\$ 1,705,060.00	3.04	Big Apt Complex	Low	None
79332	38033216 7479	1320 LAKEWA Y DR	RM 72 UNITS	RESIDE NTIAL MULTI	\$1,555,2 00	\$ 5,458,013.00	3.51	Medium Density Apt Complex	Low	None
79147	38033212 5487	1244 NEVADA ST	RES 1 BDRM	RESIDE NTIAL SINGLE	\$227,474	\$ 354,866.00	1.56	Islamic Society of Whatcom County. Small sf home w big privacy hedges	Low	None
79165	38033212 6455	1212 NEVADA ST	RM 9 UNITS	RESIDE NTIAL SINGLE	\$656,262	\$ 944,893.00	1.44	Med-Dens Apt, how is this possible in a Sf zone?	Low	None
79342	38033217 1524	1315 LAKEWA Y DR	RES 3 BDRM	COMME RCIAL	\$236,223	\$ 358,070.00	1.52	House	Low	None
79244	38033215 5524	1301, 1303, 1305, 1307 Lakeway Dr	RES FOURPLEX	COMME RCIAL	\$384,956	\$ 479,918.00	1.25	Fourplex	Low	high density residential transition
79375	38033218 9551	1334 PACIFIC ST	RES 3 BDRM	RESIDE NTIAL MULT	\$236,223	\$ 293,057.00	1.24	House	Low	None
79374	38033218 9546	1326 Pacific St	RES 4 BDRM	RESIDE NTIAL MULTI	\$236,223	\$ 374,853.00	1.59	House	Low	None
79373	38033218 9538	1318 Pacific St	RES FOURPLEX	RESIDE NTIAL MULTI	\$384,956	\$ 764,673.00	1.99	Fourplex	Low	None

78929	380332090505	1100 Lakeway Dr	OFF/RET	COMMERCIAL	\$313,850	\$ 675,104.00	2.15	BNP Realtors building, new, big setback w potential	Low	High Density commercial
78805	380332065473	1030 Lakeway Dr	CONV NEIGHBR	COMMERCIAL	\$2,480,589	\$ 9,202,425.00	3.71	Whole Foods and neighbors, many cool small buisnesses within, but massive parking lot that detracts from human feel.	Low	High Density Commercial
79001	380332099488	1251 Nevada	CONDOMINIUMS	COMMERCIAL	\$1,463,004	\$ 3,523,758.00	2.41	Condo complex, lots of nice landscaping around	Low	None
79428	380332200560	1337 PUGET ST	RES FOURPLEX	RESIDENTIAL MULTI	\$384,956	\$ 551,000.00	1.43	Fourplex	Low	None
79427	380332200554	1333 PUGET ST	RES FOURPLEX	RESIDENTIAL MULTI	\$384,956	\$ 560,036.00	1.45	Fourplex	Low	None
79426	380332200548	1329 PUGET ST	RES FOURPLEX	RESIDENTIAL MULTI	\$384,956	\$ 560,036.00	1.45	Fourplex	Low	None
78298	380331556221	950 Lincoln St	RM 60 UNITS	COMMERCIAL	\$1,712,880	\$ 6,802,350.00	3.97	Apartment complex	Low	None
79425	380332200541	1325 PUGET ST	RES 2 BDRM	RESIDENTIAL MULTI	\$236,223	\$ 351,498.00	1.49	House	Low	None
79394	380332198534	1315 PUGET ST	RES FOURPLEX	RESIDENTIAL MULTI	\$384,956	\$ 540,492.00	1.40	Fourplex	Low	None
78387	380332025185	1705 E Maple St	RM 99+ UNITS	RESIDENTIAL MULTI	\$3,974,019	\$ 18,712,985.00	4.71	House	Low	None
178007	380331528225	NA	RES MULTI	COMMERCIAL	\$0	\$ -	N/A	Empty Lot - contains Lincoln	Low	None

								Creek just south of Lark		
183483	38033205 5166	4101, 4105, 4109, 4111, 4115 Consolidat ion Ave	RM 36 UNITS	RESIDE NTIAL MULTI	\$1,881,7 92	\$ 6,949,702.00	3.69	Apts	Low	None