

**WATERFRONT ADVISORY GROUP INPUT MATRIX REGARDING
PROPOSED SUBSTANTIVE CHANGES TO 2010 DRAFT WATERFRONT DISTRICT PLAN**

TOPIC/ LOCATION	2010 DRAFT PLAN	2012 DRAFT PLAN	REASON FOR CHANGE	WAG RECOMMENDATION
1. District Boundary Introduction Most figures Wherever boundary & acreage is described	Waterfront District size was 220 acres and included a small section of Old Town, east of Roeder Ave.	Acreage was expanded to 237 acres to include bluff along Cornwall Beach and delete Old Town. PAO boundary did not change. Development along bluff is subject to further SEPA review.	District Boundary should abut South Hill and Sehome neighborhood and should not include land east of Roeder Ave. which overlaps with Old Town boundary.	
2. Log Pond Land Use 1.4 Context Chapter 4- Development Character p. 26, 33 Figure 4-5	Log Pond was a Transitional Use area to be industrial thru Phase 4, then convert to Commercial Mixed-use.	Log Pond area will remain industrial though planning period. Descriptions of the sub-area, uses and character have been revised.	To reduce infrastructure cost, generate industrial jobs and tax revenues, and focus mixed-use development in Downtown Waterfront Area.	
3. Shoreline Master Program Reference Chapter 2 & 3, Fig 3-3, Appendix B	Draft SMP was described and referenced in Sub-Area Plan and summarized in Appendix B.	Final draft Sub-area Plan will reference the adopted SMP and Appendix B will be deleted.	SMP is likely to be approved by Department of Ecology and adopted by the City soon.	
4. Shoreline Uses Chapter 2 & 3, Fig 3-3, Appendix B	Log Pond Shoreline was described as a Recreational Use area where the primary use is recreational and water-oriented industrial uses are also allowed.	Log Pond shoreline will have a restored beach with a fifty foot shoreline buffer, smaller park, recreational trail and water-oriented uses are also allowed within shoreline jurisdiction.	To reduce infrastructure cost and generate industrial jobs and tax revenues within the Log Pond area. Park acreage is balanced with larger Cornwall Beach park.	
5. GP Wharf Removal Chapter 3 Environment p. 16 GP Wharf removal Fig 3-2 habitat opportunities	Those portions of GP Wharf "not retained for water-dependent uses" were scheduled to be removed and restored.	The Clarifier and GP Wharf at head of Whatcom Waterway will be removed in early phases. The southern section of wharf is retained through Phase 4.	Portion of the GP Wharf will be needed to support cargo and marine industrial uses if the Log Pond area remains industrial.	
6. LEED ND Program Chapter 4 Development Character (p. 25, 29, 50, 63)	Several sections describe the LEED ND Pilot Program, potential credits, and use the LEED ND logo.	Updated draft will say the Downtown Waterfront got Stage 1 certification under LEED ND, and won't include the logo.	Stage 1 approval was granted. Pilot expired. LEED logo can't be used until project is fully certified.	

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7. Development Regulations Chapter 4 Fig. 4-2, 4-3 Appendix C	2010 plan described building heights, views, floor areas, development regulation summary and included full text of draft regulations .	View corridors are shown and height, density and development regulations are generally described, but not included. Appendix C is deleted.	Development Regulations will be included in the Bellingham Municipal code and referenced in the Development Agreement.	
8. Structures which may be maintained/reused Figure 4-4, p. 36-37	Steam plant, Granary Bldg, Board Mill and Alcohol are shown as “temporary hold for future market assessment.”	Figure 4-4 modified to delete note and description relating to steam plant and remove building from map. No change to other building status.	Steam Plant was demolished due to GP contractual obligations and safety concerns regarding the stack.	
9. Building Square Footage 4.2 Implementation Strategies (page 38)	Describes 3,355,000 square feet of office and industrial, 2,270,000 SF Housing, 375,000 Goods and Services, 6 MSF total building square footage at full build-out.	Development Agreement, Planned Action Ordinance and Capital Facilities Agreement will define building square feet by phase. 5.3 MSF of building capacity is proposed at full build-out.	Development capacity will be tied to infrastructure. Development Agreement and Capital Facilities Agreement may be modified over time as needed.	
10. Infrastructure Phasing Description and location Chapter 5 (p. 42-45) Table 5-1 Appendix A	Table 5-1 and Appendix A show roads by phase and associated development capacity.	Table 5-1 and Appendix A are updated and moved to Capital Facilities Agreement. infrastructure phasing is generally described in Sub-area plan.	Development Agreement and Capital Facilities Agreement may be more easily modified if project funding or demand changes.	
11. Transportation Improvements (p. 42-45) Chapter 5 Table 5-1 Appendix A	At full build-out, Log Pond Drive and Oak Street would connect through the Log Pond Area, and Ivy Street would serve Log Pond mixed-use development .	Log Pond Drive ends at a cul-de-sac adjacent to the Downtown Waterfront Institutional use area, and access to the Log Pond Industrial area will be built by developers.	To reduce City infrastructure cost. Industrial access will be provided by industrial users.	
12. Transportation Phasing Chapter 5 (p. 42-45) Appendix A	Railroad relocation and Cornwall Bridge in Phase 1, Commercial Street Bridge in Phase 4, and Log Pond construction through Log Pond area in Phase 5.	Railroad relocation and Cornwall Bridge are delayed until Phase 5 and Commercial Street Bridge is built in Phase 3.	Commercial Street bridge is less expensive than Cornwall Bridge/rail relocation and may be constructed prior to rail relocation.	

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13. Surface parking Chapter 5 Transportation p. 49	Includes policy that “no more than 1/3 of parking will be in off-street surface parking lots.”	Modify policy to apply to the mixed use areas only. Details are in Development Regulations.	Below grade or ground floor parking would not be feasible in industrial areas.	
14. Bicycle parking Chapter 5 p. 48	Requires bicycle parking equal or greater than 15% of vehicle parking.	Plan does not specify %. Draft Development Regulations include much larger minimum standards for bicycle parking.	Plans should be more general. Regulations are consistent with Fairhaven Plan.	
15. Street Designs Figure 5-6	Includes designs for Type 1A, 1B, 1C Arterial Streets and one Type II local street .	Street names removed from Table. Provisions for modified industrial standard are added to allow separate pedestrian trail and waive street trees in industrial areas.	Street trees and sidewalks may not be compatible with movement of large vessels and equipment across roads.	
16. Parks Description, location and acreage Chapter 7 p. 63- 72	Plan shows 33 acres total parks and two large parks in Log Pond area.	There are still 33 acres of new parks. Log Pond park size is reduced to a 50 ft. shoreline trail. Cornwall Beak park is bigger. Interim ASB trail will be constructed in Phase 1. Possible commuter bike route along BNSF.	Large park is not compatible with industrial use of Log Pond. Larger Cornwall Beach Park will compliment over-water walkway. Delay of BNSF relocation may allow bicycle trail construction.	
17. Capital Facilities Chapter 8 p. 73-75	Preliminary infrastructure cost estimates from 2008 and 2010 are included. Phase 1-3 roads are listed.	Capital project list and cost estimates have been updated.	Needed to match updated plan and phasing.	
18. Appendices	Phasing Plan, SMP and Development Regulations are all Appendices	All Appendices have been deleted	SMP and Development Regulations will be City code. Phasing Plan will be in Capital Facilities Agreement. Public Involvement summary will be on Port and City web-sites.	