BARKLEY URBAN VILLAGE PLAN

City of Bellingham, Washington

August 2025

CONTENTS

1. INTRODUCTION

PURPOSE OF THE SUBAREA PLAN

This document provides a policy framework for the development of an urban village in an approximate 255-acre area of land within the Barkley Neighborhood. The boundaries of the village are generally located to the south along E. Illinois Street and the Railroad Trail, to the north along E Sunset Drive and E. Orchard Drive, to the west behind the Regal Imax Cinemas, and to the east by Vining Street. Connections and compatibility with surrounding areas are of paramount importance. However, these goals are only applicable to areas within the Barkley Village boundary. The goal of the subarea plan is to guide redevelopment toward the community vision. Specific implementing regulations must also be adopted to incorporate this vision into code.

RELATIONSHIP TO THE 2016 COMPREHENSIVE PLAN

The 2016 City of Bellingham Comprehensive Plan establishes goals and policies to guide future decision making and coordinate growth within the City over a 20-year planning period. The Comprehensive Plan serves as a guide for designating land uses, infrastructure development and community services, as well as long-range implementation strategies. Infill within urban villages is an essential element of the City's growth strategy. Comprehensive Plan Goal LU-2 is to "foster vibrant urban villages," and Policies LU-12 through LU-19 encourage "intensively developed mixed-use development within urban villages with significant job opportunities and a substantial amount of new housing, allowing people to work, shop and recreate near where they live."

The Barkley Village area is identified in the City's Comprehensive Plan as an urban village. However, prior to the adoption of this subarea plan and associated agreements, the area had been regulated under different planned development contracts and had not had an urban village plan or zoning. This subarea plan, associated development regulations and development agreement formalize Barkley Urban Village as the seventh adopted urban village within the City of Bellingham.

THE PLANNING PROCESS

Barkley Village is a 255-acre area owned primarily by Talbot Real Estate LLC (Talbot Group). Since the late 1980s, it has developed as a mixed-use area under commercial and industrial zoning designations. In conjunction with the Talbot Group, the City of Bellingham completed the public process to create an urban village plan, including development regulations and environmental mitigation, to help guide the future development of this area.

The process of developing this urban village plan included an area-wide Environmental Impact Statement (EIS). Washington State law outlines that a planned action for a geographic subarea of a city requires an evaluation of impacts and associate mitigation in advance of individual projects being proposed within the area. This process supports predictable development within the sub-area while protecting and enhancing assets such as critical areas, housing, and transportation facilities. Mitigation measures from this sub-area EIS effort are adopted in the associated Planned Action under Bellingham Municipal Code 16.30.

HISTORICAL CONTEXT

In 1971, Jim Talbot, owner of Bellingham Cold Storage, purchased a 250-acre parcel in Bellingham just east of I-5, intending to build warehouses and ancillary food-processing facilities. When the railroad abandoned its rail spur to the area, Mr. Talbot reassessed his development plans for the tract. This inspired an idea to build a neighborhood-scale urban village in Bellingham with a mix of residences, shops, services, offices, and recreational opportunities. Walkable streets and quality architecture would be the hallmark of this new district.

Woburn Street was built in 1990, along with Heath Tecna, a light-industrial manufacturer of aircraft interiors. The Dorothy Haggen office building at 2211 Rimland Drive was constructed soon after, in 1992. In the following years, more buildings were introduced to the area. The outlines of an urban village began to take shape. When Barkley Boulevard was constructed in 1995, Jim adopted the name Barkley for the new neighborhood center.

Aerial of Barkley Village, 1990 during the construction of Woburn Street and Heath Techna

In 2020, Talbot began a partnership with the leading global sustainability firm One Planet Living. The One Planet Living framework has remained a guide for ongoing sustainable approaches due to its breadth and aim to "achieve a vision of a world where everyone, everywhere lives healthy, happy lives within the limits of the planet - leaving space for wildlife and wilderness."[1] The One Planet Living framework clarified the role that Barkley Village can play for the City of Bellingham. As an urban village that provides greater density of sustainable development, Barkley Village focuses on both land stewardship and the celebration of "Land and Nature". This framework affirmed the intention for Barkley Village to align with the "Travel and Transport" goal, which aims to reduce the need to travel, encouraging walking, cycling, and low carbon transport within Barkley Village through a multimodal network.

Barkley Village today includes a cinema, medical buildings, retail spaces, light manufacturing, and residential housing, including income-restricted affordable housing. The Talbot Group has invested in privately owned streets for internal circulation and a nature play public park. Barkley Village's location in a transitional area from urban to rural, with access to trails, natural areas, and territorial views, makes it an attractive place for people to live, work, and play.

[1] https://oneplanet.com/about/one-planet-living-framework/

Employment
There are currently more than 2,000 jobs in Barkley Village and more than 100 businesses representing a variety of employers, including retail, restaurants and food service establishments, healthcare, industrial, financial institutions, a movie theater, government offices, and social service organizations.

Housing
There are currently 484 residential dwelling units in Barkley Village. The units are split between condominiums (9%), single-family (2%) and apartments (89%). There are 221 units subsidized for low-income residents, or 46% of the current housing units in Barkley Village.

NATURAL SETTING

The site is located on a ridge between the Squalicum Creek sub-watershed to the north and the Whatcom Creek sub-watershed to the south. Both sub-watersheds flow to Bellingham Bay. The northwestern portion of the property is within the Squalicum Creek sub-watershed. Two streams, Fever Creek and St. Clair Creek, are present within the urban village boundary. Both are non-fish bearing tributaries to Whatcom Creek.

Fever Creek originates within the northeast quadrant from one of the site's Category II wetlands. The stream continues south through the Fever Creek Nature Area, the highly urbanized Roosevelt Neighborhood, and eventually into Whatcom Creek within approximately two miles of the site.

St. Clair Creek is a small tributary to Fever Creek. St. Clair Creek originates within a site wetland south of Barkley Boulevard and flows within a ditched channel along the Railroad Trail, through wetlands in the Roosevelt Nature area, and eventually into Fever Creek. Regulated wetlands are interspersed throughout the property, on land both north and south of Barkley Boulevard.

A total of 44 distinct wetland units were identified, with 15 located in the Squalicum Creek Watershed, and the remaining 29 located in the Whatcom Creek Watershed. Priority habitats on site include the identified wetlands, streams, associated riparian areas, and priority snags and logs.

Outside of the existing developed areas, the northeastern portion of the site (referred to as the North 40) is generally vegetated with a mix of coniferous and deciduous forest with open pasture areas. In general, the site provides habitat for a variety of wildlife species that can tolerate urban or semi urban environments, and the site provides refuge in a developing area. Wildlife use of the habitat on site is somewhat limited by the surrounding roads and development that disconnect it from other nearby habitat blocks.

The property is part of a larger mapped habitat block that extends offsite. Forested portions of the site in the North 40 are mapped by the City of Bellingham as an "important wildlife habitat area" and appear to meet the Department of Fish and Wildlife (WDFW) definition of a Priority Biodiversity Area, as well as a City of Bellingham wildlife Habitat Conservation Area (HCA). New development is intended to be located outside the North 40 to preserve natural areas and existing wetlands.

2. VISION

IMAGINE 2039

Barkley Village is a vibrant mixed-use neighborhood that combines the best of urban design – accessibility, sustainability, bikeability, and walkability – with the warmth, charm, and community of a bustling small-town center. Nestled between Cascade Foothills and Bellingham Bay in beautiful Bellingham, Washington – Barkley Village provides a thoughtful, intentional, and functional alternative to other city neighborhoods, bringing together the very best of local Bellingham businesses, residential, and recreation. Here, everything is within reach, and everyone is welcome!

Through continued partnership with the City of Bellingham, like the added Whatcom County Library Branch, Bellingham School District offices, Scramble Nature Park, and through Public Private Partnerships Whatcom Transportation Authority and the YMCA, Barkley Village will continue to be accessible to all. Programmed open spaces with activated frontages enliven the public realm throughout the day in all seasons. Trails, bikeways, and sidewalks connect primary open spaces and allow residents and visitors to move with ease throughout the neighborhood – whether they are buying groceries, walking their dog, shopping, or going to a locally owned restaurant. Along their journey, they encounter people of all ages and abilities. They witness active and passive recreation as well as activated and quiet, contemplative natural spaces.

Open space amenities are found throughout Barkley Village.

LAND STEWARDSHIP

Land stewardship is a core value of the Talbot Group, and Barkley Village provides an opportunity to demonstrate that value throughout the neighborhood. Land stewardship includes water quality improvements for fish and communities downstream, maintaining and improving the health of forested habitat and wetlands on site, while providing both trails and interpretive opportunities for the public to learn how to be good stewards of the land. Built hydrological systems that mimic natural ecology will serve as a key tenet of regenerative urbanism on this site.

This approach to land stewardship must acknowledge not only care for the ecology within the site boundary but also provide housing and businesses in close proximity to avoid negative impacts of urban sprawl on the immediate natural resources of the region. Through regenerative urbanism, Barkley Village aims to demonstrate that equitable housing, local businesses, and sustainable neighborhoods can exist in equilibrium, with and in service to our broader environment. Development will be combined with celebratory, innovative and substantive treatments of stormwater in green spaces, public spaces, and new street typologies that prioritize the visibility and learning potential of green stormwater infrastructure.

A Model: Barkley Village will be an example to other urban villages. The neighborhood will share lessons learned in sustainable development techniques for replication in other areas.

Sustainable: Barkley Village will seek opportunities for carbon reduction and biodiversity, timeless enduring design, high-quality low embodied carbon materials, and regenerative urbanism. Financial, market, and governance sustainability will remain important to Barkley Village to allow it to continue to serve residents and businesses for generations.

Urban: Barkley Village aims to be dense, diverse, inclusive, and contain commercial/mixed use opportunities.

Village: Barkley Village will facilitate community gatherings and shared experiences to combat loneliness by providing ample public spaces, programming as well as active streets and sidewalks.

For Bellingham: Barkley Village will seek to address challenges facing the region and city that can be applied to other urban villages: reflecting local values, local culture, and City goals. Barkley Village will help address the City's need for housing through strategic high-density infill and planning.

Parks are an integral part of the fabric of Barkley Village, like the Scramble Nature Play Park.

GUIDING PRINCIPLES

1. Green and Public Spaces

- Barkley Urban Village will be developed with abundant natural open space, parks and public art.
- A network of safe and connected trails, bike facilities, and enhanced pedestrian corridors will increase walkability and bikeability, while inclusive events, activities and community gatherings create a welcoming sense of place.
- Development will include thoughtful architecture, landscape design, food cultivation, and opportunities to connect with nature.

The Weatherby market rate apartments adjacent to Trailview affordable housing.

2. Equitable Housing

- The Talbot Group will build and encourage a diverse mix of quality residential housing types throughout the village, matching the diverse needs of the local population.
- Barkley Village will cultivate an equitable and accessible neighborhood where all residents can flourish.
- The neighborhood will be safe and thoughtfully designed with walkable proximity to parks, amenities, and entertainment.

3. Sustainable Buildings and Neighborhood

- Barkley Urban Village will adopt environmentally responsible practices, incorporating sustainability in building design, construction, and operations.
- Through site-wide systems and connectivity, the village's primary ownership and management group strives to increase resource-use efficiency.
- Village design enhances health, wellness, and the environment throughout the life cycle of buildings and beyond.

Sustainable practices, such as use of solar panels, are already seen in Barkley Village.

3. DEVELOPMENT

Barkley Village's designation as an urban village affirms that the area plays a meaningful role in providing thoughtful and livable housing density within a city that is experiencing a housing shortage. Barkley Village intends to achieve the housing and jobs goals while serving as a model for sustainable development and construction. Barkley Village is a long-range project that will continue to develop over the next 20+ years. Working jointly with the City to meet the goals of Barkley Village and the Comprehensive Plan through density, addressing the addition of much-needed housing and preserving of open space, Barkley Village will continue to grow, establishing itself as a model of resilient, sustainable urban villages in the Pacific Northwest.

DEVELOPMENT CHARACTER POLICIES

Land Use Policies

1. Future development will continue its pattern of densely mixing uses within a connected network of open spaces.

2. Barkley Village achieves many key requirements of sustainable development frameworks based on the following:

    a. Smart Location: The project is located within the city limits and is served by existing utility and street infrastructure.

    b. Compact, Mixed-Use Development: A walkable, mixed-use neighborhood with a variety of businesses and services.

    c. Access to Open Space and Recreation: Accessible open spaces, parks, and recreational facilities within the neighborhood.

3. A combination of large- and small-scale commercial businesses that maintain a neighborhood-appropriate scale.

4. Mixed residential development supporting a diversity of housing types and incomes.

5. Recreational opportunities such as trails, open space and related public amenities.

6. Encourage a healthy mix of residential and commercial uses to make the area a desirable place to live, work and recreate.

7. Encourage mixed-use developments that prioritize walkability and bikeability by including safe and convenient bike and pedestrian connections to nearby amenities and transit stops.

8. Encourage growth and addition of public-private partnerships, like with the Bellingham Public Library, the Bellingham School District offices, and the Whatcom Transportation Authority facilities.

9. Continue to provide market rate and affordable residential development.

10. Encourage ground floor retail uses between Woburn Street and Manning Street, and along Newmarket Street as the primary commercial node. Provide flexibility in areas where topography and/ or market conditions do not support commercial uses in the short-term. In these cases, ground floor residential development should be designed for future retrofit to commercial use.

11. Explore development of a community center, additional early learning centers, and other family-oriented uses, preferably near open spaces.

Site Design Policies

1. Concentrate new development outside the North 40 to preserve natural areas and existing wetlands.

2. Develop street frontages to create an inviting, safe, and comfortable environment for pedestrians by incorporating features such as wider sidewalks, street furnishings, landscaping, street trees, and pedestrian lighting.

3. Construct buildings adjacent to the sidewalk, except when set back to accommodate public plazas, outdoor dining, wider sidewalks and/ or enhanced landscaping.

4. Locate eateries, outdoor cafes and plazas on the south and west sides of development, when possible, to maximize light, warmth, and comfort.

5. Encourage structured parking where it is possible to focus ground floor space on pedestrian retail activity and other active uses. Where structured parking is impractical, locate it behind the building and provide landscaping to lessen the impact on the public streetscape. Integrate convenient and secure bike parking near building entrances and retail areas.

6. Incorporate transit-oriented design standards to encourage pedestrian-scaled environments near transit corridors (mainly Woburn and Barkley) including convenient, low-stress access to bus stops.

7. Encourage a safe, convenient and attractive pedestrian experience.

8. New buildings will adhere to elevated design principles and sustainability requirements.

Sustainable Development Policies

1. Prioritize conifer and resilient deciduous stand preservation in residential transition areas to promote living in nature and to remain contiguous with the adjacent forested areas.

2. Achieve enhanced water quality treatment through Low Impact Development (LID) Best Management Practices (BMP) integrated into new roads and development.

3. Infrastructure and building development will strive to implement water quality treatment facilities that exceed code requirements and apply best available science for removal of contaminants from stormwater runoff, not yet addressed in adopted code.

4. Stormwater quantity control (flow control) may be achieved through approved conventional means or, where feasible, alternative methods approved by applicable regulatory agencies.

5. Incorporate where feasible green stormwater infrastructure as roadside bioretention, dispersion to wetlands, and/or deep infiltration to meet or exceed requisite stormwater quantity and quality controls and better mimic natural ecological functions.

6. Infrastructure and building development will strive to implement flow control facilities that exceed code requirements by matching volumes for 2-, 10-, and/or 100-year recurrence interval, 24-hour storms to pre-colonial forested conditions.

7. Visible, engaging, and educational LID BMP through conservation, on-site natural features, site planning, and distributed stormwater BMP's will be integrated into the project designs. This integration will provide opportunities to enhance both public health and critical urban natural areas, while being consistent with public and recreation space programing. LID BMPs in the public plaza and recreation areas will consider interpretive stations and education elements that may be incorporated into the design and construction.

8. All infrastructure and parcel-based development will consider the continuity of its LID BMP implementation with adjacent infrastructure and parcel-based LID systems. The goal of this continuity, where feasible, is to maximize the benefit of collaborative urban nature and LID systems to reinforce both education and engagement.

9. Wherever possible, infrastructure and parcel-based projects will favor open and planted LID BMP's over proprietary below grade vault and enclosed systems.

IMPLEMENTATION STRATEGIES

1. Adopt development regulations and provide design guidance to ensure all development and redevelopment complies with the community vision established in this document.

2. Adopt a SEPA Planned Action Ordinance to articulate the results of the area-wide environmental analysis to help achieve efficient permit review and promote environmental protection.

3. The City of Bellingham and Talbot Real Estate, LLC will enter into a development agreement to coordinate the long-term investment and phased implementation of Barkley Village

4. Establish a complimentary mix of uses in all areas based on the desired intensity of development and physical characteristics: Further density and use constraints may exist within the development areas including height and transition requirements, pedestrian/ streetscape relationships, street character and accommodations for trails, bikeways and transit, which are defined in the BMC development regulations.

5. Support multi-modal transportation through public and private bicycle parking, transit-oriented development, elimination of on-site parking requirements, and similar measures.

6. Establish environmentally sensitive landscaping requirements to increase the amount of vegetation provided with new development.

7. Partner with WTA to ensure safe and efficient bus access including the potential for a mobility hub or bus transfer location, efficient bus turnarounds, and optimal bus stop location.

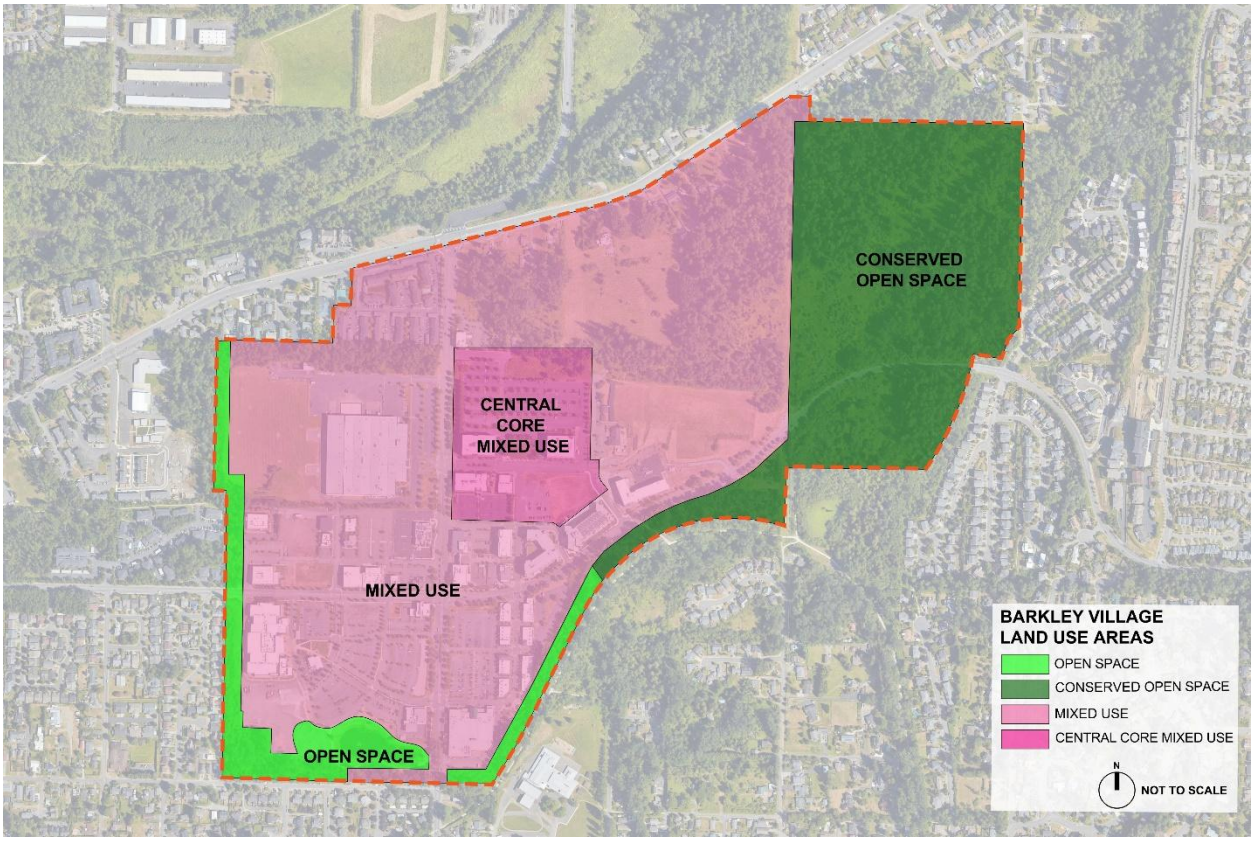
8. Establish building heights that create appropriately scaled development for the desired intensity while providing economically feasible opportunities.

9. Require signs to be appropriately scaled in proportion to the building and site.

10. Projects will be prioritized to begin over the next 2 years with continued phasing by area to coincide with market demand and the availability of infrastructure, with the flexibility to respond to changes in the economy or market.

11. New development or redevelopment may propose to retrofit in lieu of new mitigation where the retrofit of existing infrastructure or the existing development may accomplish a greater level of stormwater mitigation compared to the application of code requirements to new development or redevelopment.

12. Barkley Village will continue to establish and prioritize the character of the Village through parks, trails, bicycle networks, transit, facilities, and pedestrian amenities. These and more will be established alongside the street network that will be constructed gradually over time in planned phases.



The following land use areas are within the Barkley Urban Village.

Mixed-Use

The Barkley Village mixed-use designation is intended to implement the Barkley Urban Village Subarea Plan and vision. The mix of land uses and densities is intended to attract a compatible mix of residential, commercial, retail, grocery, services, eating, drinking, entertainment, institutional, light industrial, civic, and recreation uses blended throughout. Open space, parks, trails, public gathering places, and areas for public use and enjoyment are encouraged throughout the village. Development and design standards encourage pedestrian-oriented development at street level with active ground floor uses such as food and beverage, merchandise, and retail services occurring at greater densities in the southeast and southwest quadrants. The north and east areas are characterized by higher residential uses while still incorporating uses such as food, office, recreation, parks, and open space. Development and design standards also encourage the use of view corridors to open space and territorial views.

Central Core Mixed-Use

The Central Core Mixed-Use area is intended to be the densest area within the urban village with the highest concentration of employment. Buildings can achieve higher density with greater maximum heights allowed. This area has direct access to transit and a wide range of supportive uses such as retail, office, service, public facilities, parks and open space. The pedestrian environment is particularly emphasized in this area.

Open Space

These open space areas offer approximately 100’ of separation and are intended to buffer adjacent uses in the southwest and northwest quadrants from the abutting residential areas while retaining both the natural habitat and forest conditions. Within the northwest buffer is a dedicated trail that links with the City trail network.

Conserved Open Space

Conserved open space areas are intended to be retained as forested areas, habitat for terrestrial and aquatic species as well as the functions these areas provide. A combination of mitigation actions that include preservation, enhancement, and wetland creation will be implemented in these areas pursuant to the mitigating measures specified in the Planned Action Ordinance. Any future impacts within these areas will require additional review under the City’s critical area ordinance.

4. CIRCULATION, STREETSCAPE, AND PARKING

EXISTING CONDITIONS

The Talbot Group has a history of constructing public elements like public streets and privately owned public spaces in partnership with the City of Bellingham to facilitate development speed, quality, and maintenance.

Barkley Village benefits from its proximity to Downtown Bellingham and access to the I-5 corridor. Mt. Baker Highway (SR 542), E Sunset Drive, is the primary arterial that connects the village to these areas. It is a wide highway providing few opportunities for pedestrians to cross the street outside of the signalized intersections. Though the highway has striped bike lanes and curb tight sidewalks, these are not comfortable facilities and see low demands from both bicyclists and pedestrians.

Barkley Boulevard and Woburn Street are the other major arterial streets providing access through the district from E Sunset Drive. Barkley Boulevard runs east west and provides connectivity to neighborhoods further east as well as Lake Whatcom. It is a three-lane to five-lane cross-section, depending on the location, with striped bike lanes and narrow sidewalks separated from the roadway by a landscaped furnishing zone. At the east end of the village, the street transitions to a more complete street design with a landscaped median separating two travel lanes, wide buffered bike lanes, and a furnishing zone that buffers the sidewalk from moving traffic. There is an RRFB median refuge crossing on the east leg of the Manning Street intersection which provides access to the Railroad Trail.

Woburn Street runs north-south and connects the district to the neighborhoods to the south and east of I-5. It is a five-lane, high-volume corridor with narrow sidewalks and no bike facilities. The center-turn lane transitions to a landscaped median south of Burns Street with turn pockets at the major intersections. A furnishing zone separates the sidewalk from moving traffic and provides space for street trees, light poles, and other amenities. A frontage zone is also present here with space for landscaping and bus shelters. Right-turn lanes are provided at several intersections and commercial driveways. These narrow pedestrian spaces are in and detract from the pedestrian experience in the area.

Barkley Village is characterized by large blocks with an oversupply of surface parking for the current uses. While this older style of development is very automobile oriented, more recent commercial development supports the evolution toward a pedestrian-scale commercial district. This is accomplished by the development of private internal roadways (such as Newmarket Street and Rimland Drive) that are not a necessary part of the City's transportation network, for transportation or other right-of-way purposes, nor will they be in the future.

Newer commercial development is provided along Newmarket Street, which has elements of a Main Street with street-fronting retail, wide sidewalks, and a streetscape that includes two travel lanes and on-street parking as well as curb extensions and marked crosswalks to facilitate street crossings. Newmarket Street provides a corridor connecting commercial and retail land uses. It extends north to the Barkley Village Green: the primary public square and center of community life.

Other development in the village is supported by a local private street network. Existing local streets include segments of Cornerstone Lane, Premier Way, Rimland Drive (including Manning

Street) Howe Place, and Cinema Place. These streets provide internal traffic circulation, on-street parking, and consolidated driveway entrances to development.

The overall pedestrian experience varies throughout the village. Sidewalk standards vary from curb tight sidewalks to sidewalks separated by furnishing zones that provide opportunities for landscaping and street trees. Along parts of E Sunset Drive, Barkley Boulevard, and Woburn Street, sidewalks are next to high-volume arterial traffic and in other places are pinched by right- or left-turn lanes provided at intersections. Newly adopted street standards under this subarea plan are more in line with creating a comfortable and inviting pedestrian experience: encouraging lower traffic speeds, providing separation and buffers between pedestrians and moving traffic, and offering more frequent crossing opportunities.

The bike network is anchored by the existing Railroad Trail, which provides a separated and comfortable trail experience that connects to other neighborhoods to the east and south of the district and across I-5. The on-street bike network includes striped bike lanes on some of the higher volume and higher speed roadways. Other streets provide no dedicated bike facilities. The existing on-street network is not accessible to all ages and abilities and sees low use.

Internal to the village, the area around the Barkley Boulevard & Woburn Street intersection is a focal point for transfers along with first and last mile connections to transit. Bus stops on Barkley Boulevard and Woburn Street are ADA accessible, designed to allow the bus to pull to the curb, and contain transit shelters. The stops on E Sunset Drive vary from a flag sign where buses pull to the curb, to bus pull-outs with shelters. Some of the E Sunset Drive stops are not ADA accessible. Barkley Village is served by WTA's Paratransit service which provides curb-to-curb transportation to riders whose disability prevents them from riding the fixed route bus system.

CIRCULATION, STREETSCAPE, AND PARKING POLICIES

Circulation Policies

1. Promote shorter, walkable trips within the district by providing improved access to walking, bicycling, transit, and other non-automobile modes of transportation while encouraging more sustainable trip-making as the mixture and density of land uses in the area increases.

2. Build out the complete city street network to include new north-south and east-west collector streets that will serve an expanded development area. This includes:

    - Constructing a new north-south collector along the St. Clair Street alignment at the eastern edge of the proposed development to connect E Sunset Drive and Barkley Boulevard. This alignment will also be paired with a multi-use trail.

    - Extending Burns Street to connect Woburn Street to St. Clair Street, incorporating safe and comfortable pedestrian and bicycle infrastructure, also incorporating a multi-use trail.

3. Formalize and build out a private complete street and alley network to break up existing large-scale blocks and lay out a grid of access and circulation streets and shared streets that create smaller blocks, disperse traffic to smaller-scale streets and intersections, and encourage pedestrian-scale movement and multi-modal circulation opportunities.

4. Formalize existing access lanes and informal streets into complete streets as surface parking is converted into developable land parcels. Howe Place (west of Woburn Street) will be a spine of the local street network and should be a two-lane street with turn pockets as needed and separated bike facilities that can connect to the multi-use trails around the pond and connect to the Railroad Trail further south.

5. Promote continued streetscape activation of Newmarket Street. This street provides a commercial and civic spine through the Central Core and any future changes should further enhance pedestrian-scale access to support these land uses.

6. Build complete streets within Barkley Village. Development in the urban village areas north and south of the ridgeline will be accessed via an extension of Burns Street and connect between Woburn Street and St. Clair Street. North- south access will be provided through new private and public streets that provide direct property access. These will be designed as narrow streets with parking pockets to encourage slower speeds and yielding to oncoming traffic.

7. Shared streets should be flush streets where pedestrians, bicyclists, and vehicles all share the same space. Multimodal connections should also be provided in these districts as sidewalks, separated bikeways, or multiuse pathways within the street dedication or following their own alignments.

8. Coordinate with WSDOT and the City of Bellingham to encourage a level of design for arterial streets consistent with the bicycling experience created in Barkley Village. The Bellingham Bicycle Master Plan includes future bicycle improvements on Sunset Drive. This will encourage higher use of any future facility on Sunset Drive. Building setbacks could be provided along public road frontages to allow future buildout of the bikeway network.

9. Provide multimodal level of service at intersections. Additional traffic changes may be needed at key intersections. These need to be designed to accommodate expected traffic and multimodal demands in coordination with WSDOT and the City of Bellingham (for the intersections with E Sunset Drive) and with the City of Bellingham (for public street intersections including along Woburn Street, Barkley Boulevard, Burns Street, and St. Clair Street). Designs should consider enhanced pedestrian crossings. Designs should also consider intersections that incorporate bikeways with, at least, equivalent comfort to the bikeways leading up to the intersection.

10. Consolidate driveways, whenever possible, to reduce the number of conflict points, increasing overall automobile, bicycle and pedestrian safety.

11. Build out the bikeway network consistent with the current Bellingham Bicycle Master Plan.

12. Provide multi-use trail connections to the Railroad Trail at convenient locations.

13. Provide pedestrian and bicycling connections to the multi-use trail around the existing regional stormwater pond. Further provide an enhanced crossing across Barkley Boulevard at the connection to the gravel trail west of the cinema’s private alley.

14. Enhance crossings across Barkley Boulevard at the future St. Clair Street using the

median where possible to create two-stage median refuge pedestrian crossings.

15. Convert the existing four-and five-lane cross-section on Barkley Boulevard to provide bicycle improvements consistent with the current adopted Bellingham Bicycle Master Plan.

16. Retrofit Woburn Street to consider separated bike facilities. This could include unidirectional bikeways on both sides of the street or bidirectional bike facilities or multi-use trail on one side of the street. The selected bikeway type should be consistent along the length of the street to avoid creating challenging or uncomfortable transitions.

17. Create an internal bicycling network with a range of interconnected facility types including multi-use trail or separated bike facilities.

18. Develop parcels to include block sizes between 150 and 300 feet long that facilitate a multimodal grid system. This will disperse traffic. It is expected that Access Streets and Shared Streets will be comfortable for a wide range of bicyclists.

19. Expand the City's vehicular, pedestrian, and bicycle wayfinding system to guide people to and from key destinations in the district, along the Railroad Trail, and within nearby neighborhoods, with longer connections to I-5 and downtown.

Transit Policies

1. Support WTA to expand high-frequency transit service as redevelopment, new residential development, and increased density creates a greater ridership demand.

2. Work with WTA on service and routing changes to better serve the development. Create opportunities for first and last mile connections. Consider mobility hubs that enable efficient service while enhancing transfers between multiple transportation modes at key activity nodes.

3. Develop transit infrastructure and create safe and comfortable pedestrian and bicycling connections along Woburn and St. Clair Streets to connect to transit stops on E Sunset Drive, providing opportunities for people to walk or bike (or to take their bike on the bus).

4. Orient development -- open space, pedestrian, and bicycle connections -- towards transit stops to create a comfortable and attractive environment for pedestrians and transit riders and promote transit use.

5. Promote covered bus shelters and other amenities at bus stops where deemed necessary.

6. Promote transit use by encouraging private property owners to fund WTA bus shelters and other bus stop amenities wherever possible.

7. Encourage developers to provide annual bus passes and information to residents and employees in exchange for development incentives such as reduced parking requirements and reduced transportation impact fees.

8. Encourage infrastructure to support ADA compliant paratransit service to all residential,

commercial, and medical facilities.

Streetscape Policies

1. Construct pedestrian facilities on all streets consistent with the current Bellingham Pedestrian Master Plan. Maximize sidewalk widths to improve pedestrian safety and comfort while supporting access to the adjacent land uses.

2. Construct bicycle facilities consistent with the current Bellingham Bicycle Master Plan. Prioritize separated bike lanes or multi-use paths where feasible to ensure safe and comfortable cycling conditions that connect key destinations throughout the urban village and integrate with the broader bicycle network.

3. Create street corridors to promote slow vehicle speeds. Design streets to match the posted speeds. Narrow the automobile travel lanes on streets in the village to slow traffic and create more comfortable conditions for pedestrian crossings.

4. Design sidewalks with furnishing zones to provide a buffer between pedestrians and the roadway. Furnishing zones can be used for landscaping, street trees, signs, light poles, and other amenities where it does not conflict with transit facilities. On-street parking can provide an additional buffer between pedestrians and moving traffic, where appropriate.

5. Design intersections with curb extensions, parking restrictions, and dedicated bicycle crossings to day-light intersections and improve the visibility of pedestrians and cyclists crossing the street.

6. Design streets with center medians and/or landscape buffers to soften the streetscape and provide opportunities for landscaping, abundant street trees supporting the City's urban forest plan goals, and innovative green stormwater treatments.

7. Install bicycle and pedestrian-scale lighting to enhance safety and create a sense of place.

8. Add street furniture and public art to streets to create a sense of place and define the character of the village. Encourage design consistency by coordinating plantings and street furnishings.

9. Standards for upgrading streets should be consistent with the predominant character of the Barkley Village Subarea.

Parking Policies

1. As Barkley Village develops, adequate off-street parking should be provided in a way that does not detract from other modes and the pedestrian-oriented streetscape by being in a structure, landscaped behind or under new development.

2. Shared parking facilities should be encouraged to optimize parking utilization.

3. On-street parking and/or loading zones should be used to support the area's commercial activity on non-arterial streets and should be designed as parallel parking. However,

there may be locations that will need to balance on-street parking, marked bike lanes, and wider sidewalks to encourage multi-modal activity and allow for efficient delivery of goods and services.

4. On street parking may be metered in the future, as demand increases and/or as management is needed to provide a higher rate of turnover for customer spaces. Pedestrian and bicycle safety should be maintained or enhanced where meters are installed.

5. Consider demand responsive parking pricing for on-street parking meters to increase activity for local businesses, lower parking rates, decrease parking search time, encouraging the use of transit and decreasing daily vehicle miles traveled. Encourage long term parkers to use off street facilities.

6. Consider the use of parking guidance systems (PGS) in parking areas and the integration of facility and district wide dynamic real time signage systems to fully optimize parking usage, improve traffic flow and reduce emissions. PGS will allow full utilization of a shared parking strategy.

7. Provide access to parking garages and other off-street parking areas from main public right of ways where possible. Well-considered parking access will assist in parking search times when utilizing a shared parking strategy, all while helping to reduce traffic in more pedestrian-oriented zones.

8. Parking areas should be designed to take advantage of passive security measures such as; environmental design, good lighting, clear sightlines and good wayfinding.

9. Consider methods such as time-limited parking regulations to ensure optimal use of the curbside – i.e. loading, deliveries, pick-up and drop-off.

10. Expand and encourage the installation of electric vehicle charging infrastructure.

11. Provide convenient and secure bike parking near building entrances, transit stops, and high traffic areas – such as commercial zones – when possible. To enhance long-term parking options for cyclists= the installation of covered bike parking and bike storage rooms in buildings or parking structures should be included.

12. Parking mitigation may be accomplished through adoption of a program, fee-in-lieu, and installation of infrastructure that promotes use of alternative transportation and less auto dependence. Such uses, programs or infrastructure improvements may include, but are not limited to: senior and affordable housing, implementation of a shared car service (i.e., Zipcar™), enhanced bike storage facilities, purchase of WTA transit passes through the urban village trip reduction credits (BMC 19.06.040(E) – Table 19.06.040(B)), installation of covered transit shelters where approved by the Whatcom Transportation Authority and public works department, and off-site pedestrian infrastructure improvements.

IMPLEMENTATION STRATEGIES

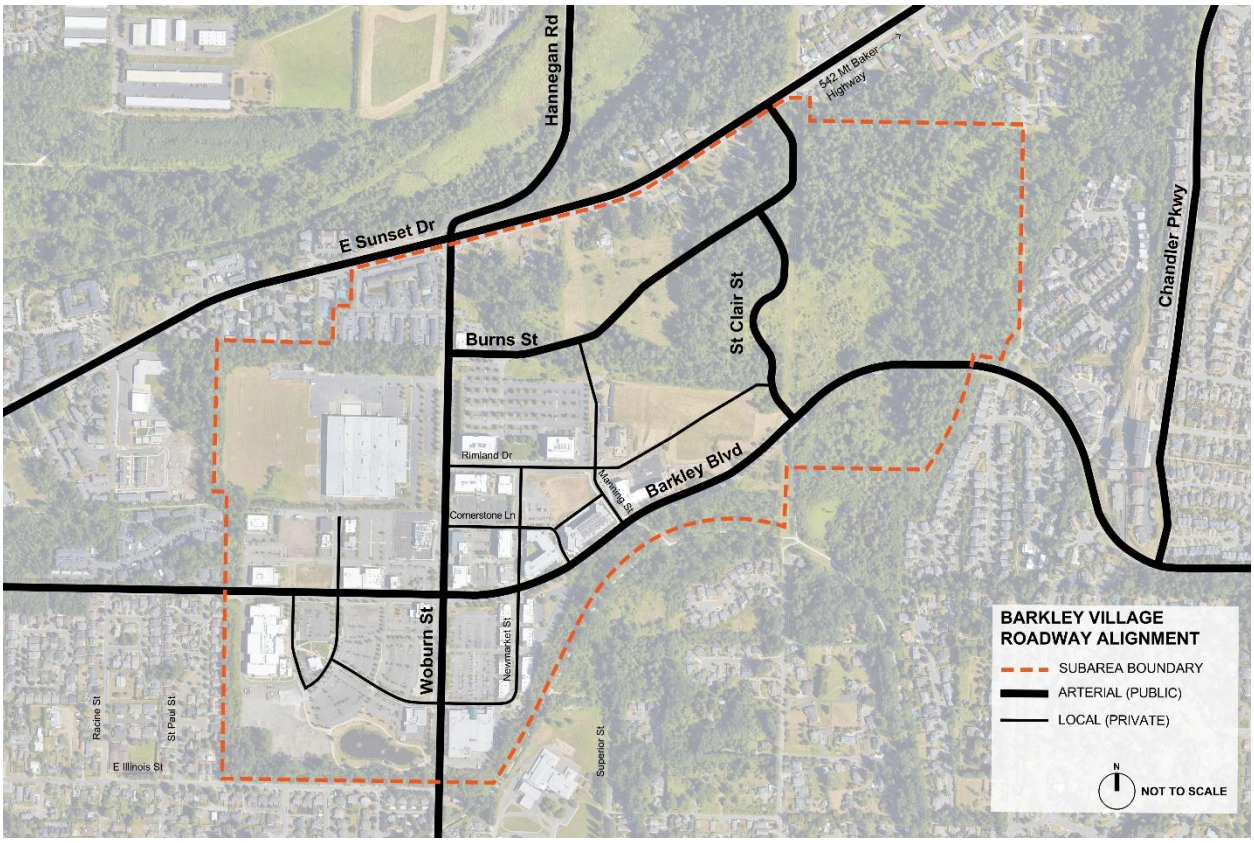
1. Allow required public streets to include multimodal facilities in Barkley Village, with limitations for Sunset Drive, which is a Washington State Department of Transportation (WSDOT) facility which will require a coordinated effort between the WSDOT, City, and WTA to transform when conditions are ripe and resources are available.

2. Explore grants and other funding sources to help implement the proposed multimodal facilities on Barkley Blvd and Woburn Street.

3. Allow private streets and alleys where needed to provide access and create a more compact street grid.

BARKLEY VILLAGE STREET DESIGN

The map below shows the various multimodal functions streets in the Barkley Village Subarea that are described in detail in the following sections. The transportation circulation within Barkley Village will be developed with public and private arterials and supporting private local roads.



Public Arterial Street Network

E Sunset Drive

E Sunset Drive, also known as State Route 542, is a primary arterial and state highway that

forms the northern edge of Barkley Village. The street is identified in the current adopted Bellingham Bicycle Master Plan for future bicycle improvements from Woburn Street to McLeod Road. Future redesign of E Sunset Drive will require close coordination between the City and WSDOT to ensure it meets state requirements for safety and mobility.

The primary access points from E Sunset Drive into Barkley Village are located at the Woburn Street and future St. Clair Street intersections. Improvements at these intersections should be coordinated with both WSDOT and the City of Bellingham to ensure they meet complete streets requirements. Signalized crossings should be provided to ensure safe and comfortable passage for pedestrians and bicyclists across E Sunset Drive, aligning with the area's design standards.

Woburn Street

Woburn Street is a principle arterial street and is identified for future bicycle and pedestrian improvements in the current adopted Bellingham Bicycle Master Plan and Bellingham Pedestrian Master Plan. Woburn Street plays a major role in moving people north-south through the village, while connecting people to transit stops on E Sunset Drive. Signalized or enhanced crossings are provided at regular intervals, e.g., at Sunset Drive, Rimland Drive, Barkley Boulevard, and Newmarket Street.

The street is the primary north-south street through the district and carries traffic to and from neighborhoods farther south. Future redesign of this street is expected to retain the five-lane cross-section but may repurpose the median, narrow the travel lane widths, widen, and/or reconstruct the street to provide more space for pedestrians, bicyclists, transit stops, and landscaping. On-street parking and right-turn lanes are not required along this street for development access. Given the role of Woburn St in the WTA Gold Line, improved traffic controls at major intersections could also be implemented to reduce delays and improve service. Outside of the major intersections, the center turn lane could be designed as a landscaped median to provide additional planting opportunities and provide refuge for pedestrians that cross outside the signalized crossing locations.

Redesign of Woburn St could expand the sidewalks and provide a furnishing zone wide enough to accommodate street trees and green stormwater treatments. Where possible, it should also provide a frontage zone that allows space for landscaping, outdoor dining, or space for transit shelters and other amenities. Woburn may include redesigning the street to accommodate unidirectional bike lanes on both sides of the street separated from the roadway or redesigning the street to accommodate a multi-use pathway on one side of the street with sidewalks provided on the other side of the street.

Barkley Boulevard

Barkley Boulevard is a secondary arterial route and is identified for future bicycle and pedestrian improvements in the current adopted Bellingham Bicycle Master Plan and Bellingham Pedestrian Master Plan. The existing design includes striped bike lanes adjacent to the travel lanes and minimum-width sidewalks separated from traffic by a landscaped furnishing zone. Barkley Boulevard is anticipated to play a major role in moving people east-west through the district and connecting people to transit routes. Signalized or enhanced crossings should be provided at regular intervals, e.g., at Howe Place, Woburn Street, and Newmarket Street.

The street is the primary east-west traffic street through the district and carries traffic to and

from neighborhoods farther east. Future redesign of this street is expected to convert the existing five-lane cross-section (east of Woburn Street) and the existing four-lane cross-section (west of Woburn Street) to a three-lane cross-section with separated bike lanes. The center lane may be repurposed as a landscaped median, except where it is needed as a left-turn lane at key intersections. On-street parking and right-turn lanes are not required along this street for development access.

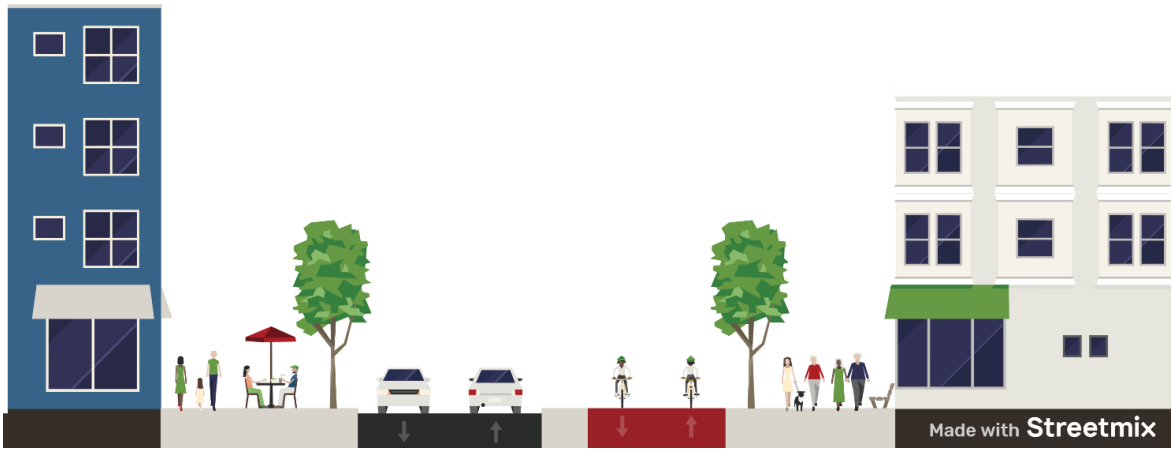
Redesign of Barkley Boulevard could expand the sidewalks and provide a furnishing zone wide enough to accommodate street trees and green stormwater infrastructure. Where possible, it should also provide a frontage zone that allows space for landscaping, outdoor dining, transit shelters, and other amenities. Barkley Boulevard could include redesigning the street to accommodate a more pedestrian- and bike-friendly environment. Separated bike lanes could be prioritized to improve safety and connectivity for cyclists. The center lane can be used as a landscaped median where turn lanes are not required, providing additional planting opportunities, and offering refuge for pedestrians crossing outside signalized locations.

St. Clair Street

St. Clair Street is a new north-south connection located on the eastern edge of the development area, connecting E Sunset Drive to Barkley Boulevard and will be classified as a collector route. This corridor is identified for a future bicycle and pedestrian improvements in the Bellingham Bicycle Master Plan and Bellingham Pedestrian Master Plan. It offers access to the natural areas east of St. Clair Street and transit stops on E Sunset Drive.

The street will serve as a primary traffic distributor for the eastern side of the development area. The street should be designed as a two-lane cross-section and will not require on-street parking or right-turn lanes for development access. The Burns Street, Rimland Street, and Barkley Boulevard intersections should be designed to accommodate expected traffic volumes and provide safe and comfortable pedestrian crossings to ensure connectivity for all users.

Design options for this street will include a multi-use trail on one side of the street to accommodate both cyclists and pedestrians, with sidewalks on the other side adjacent to development. This approach will prioritize bike and pedestrian safety and support connectivity with adjacent neighborhoods and key destinations. Street design may also incorporate green stormwater infrastructure or limited landscaping to enhance the streetscape, depending on adjacent land use needs.



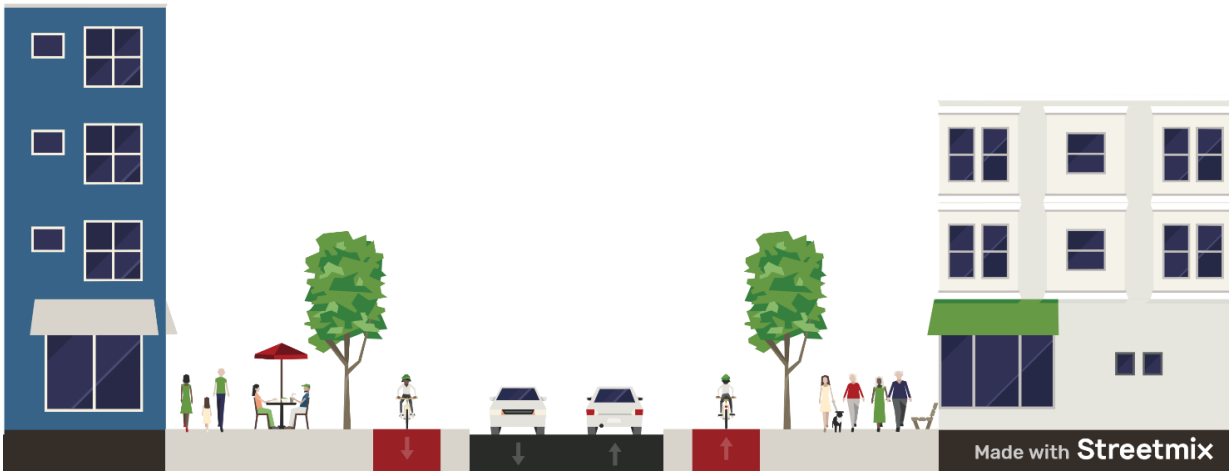
Potential configuration of St Clair Street where development could occur on both sides.

Burns Street

Burns Street will serve as a west-east connection extending from Woburn Street to the future St. Clair Street. The street will support a mix of commercial or institutional development at its western end, with residential uses anticipated along the remainder of the corridor. This corridor is expected to carry lower traffic volumes compared to other collector streets, making it suitable for a more pedestrian- and bike-friendly design. A separated bike facility is planned for the street, and property access will be provided directly onto Burns Street, with pockets of on-street parking to accommodate local needs.

The street is expected to be designed as a two-lane cross-section due to its anticipated traffic volume. On-street parking will be provided in pockets where necessary for local access, but the design will prioritize multi-modal transportation and pedestrian safety. Key intersections at Newmarket Street, Manning Street, and other access points should be designed as compact intersections that prioritize pedestrian movement and ensure safe and comfortable crossings for both pedestrians and cyclists.

Burns Street should include a separated bikeway to provide safe and convenient access for cyclists. The street design should include wide sidewalks and landscape buffers that are wide enough to accommodate street trees and green stormwater infrastructure. These elements will help create a safer environment for both pedestrians and cyclists while also providing space for transit shelters and other amenities. This approach will enhance the streetscape and ensure that the street is well-integrated with the surrounding land uses.



Potential configuration of Burn Street.

Private Local Streets

These streets should prioritize and maximize sidewalk width, landscaped buffers, and on street parking. Drive lanes can be narrow with pockets of on-street parking to slow drivers and force them to pull out and yield to opposite direction traffic. This described cross section should be used as a guide to setting street standards in the area, with flexibility to approve alternatives based on localized conditions.

Shared Street

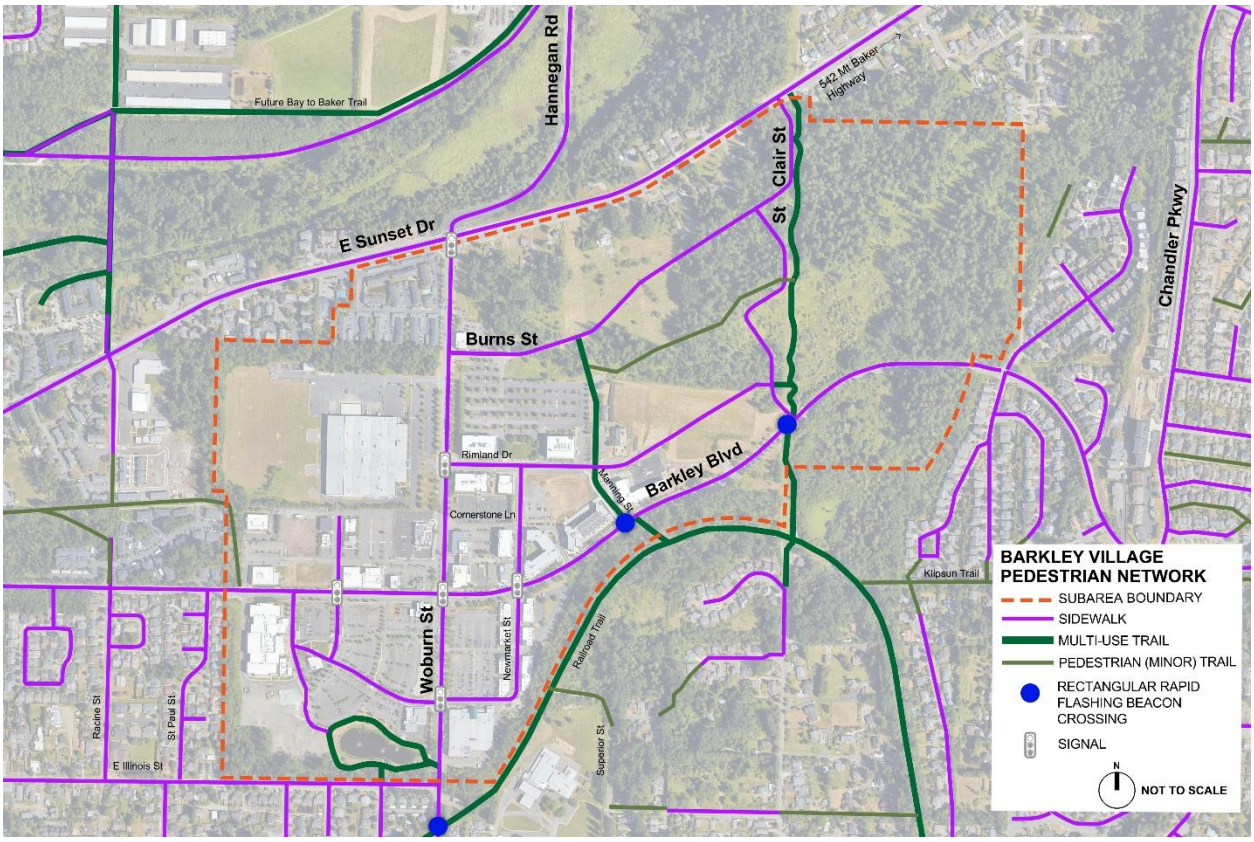
A shared street provides connections through residential and civic spaces and will be designed to prioritize pedestrians and create a sense of place and community. Vehicles, bicyclists, and other users share the space with pedestrians. The street is typically wide enough for vehicles to pull over and allow another vehicle to pass or for pedestrians to gracefully move out of the way. These streets should also accommodate infrequent truck access, such as moving trucks.

These streets typically use a flush street design with no curbs, however there may still be some delineation of sidewalk and vehicular spaces with curbs, bollards, or landscaped areas. These corridors could support multimodal connections and provide space for stormwater management, pedestrian activation, or enhanced open spaces.

Weatherby Way is an example of a shared street, which prioritizes pedestrian activity and biking.

Alley

These rights-of-way will allow for servicing of larger developments such as the cinema or grocery stores. They are generally narrow lanes with space for service vehicle circulation and maneuvering as well as storage areas for trash bins and other service needs.



Opportunities to add to the sidewalk network and increase existing and planned multi-use trails.

Intersections

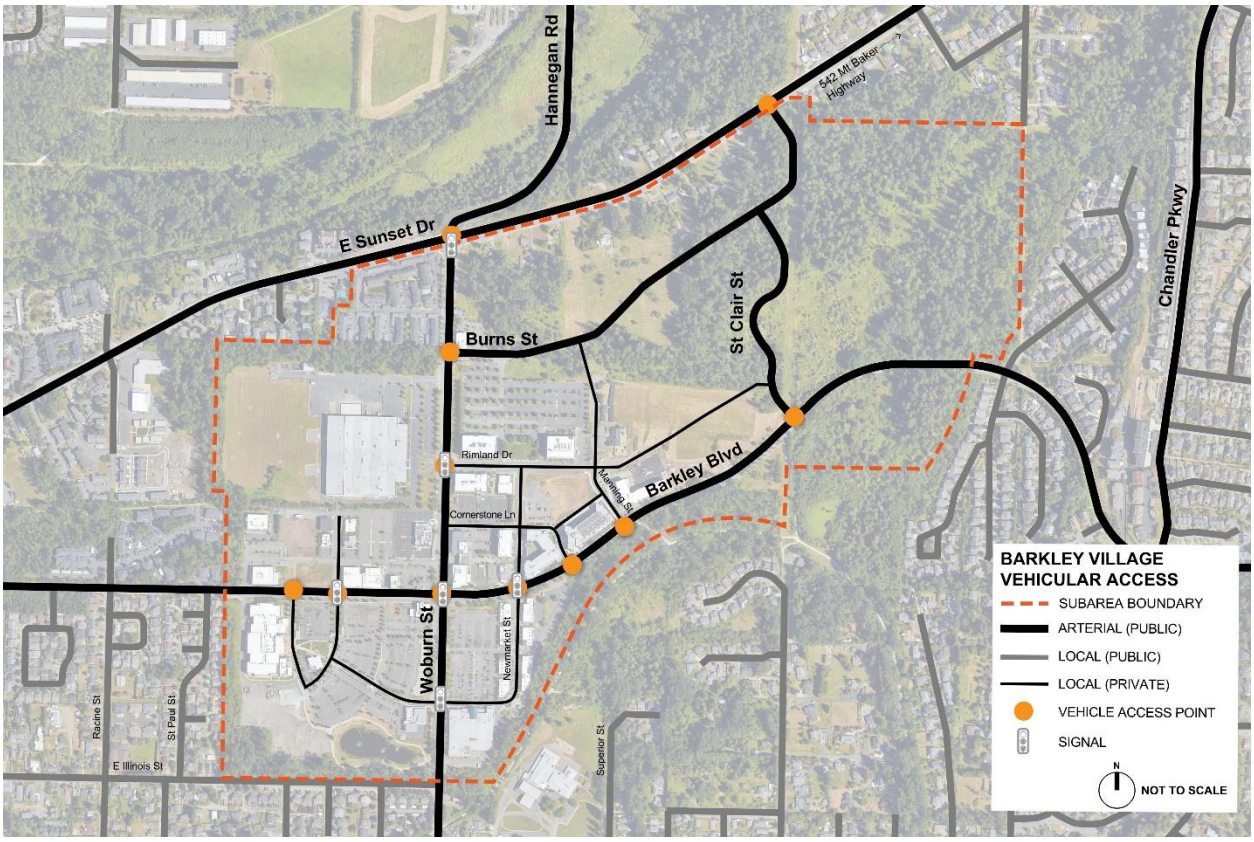
Signalized Intersections

Signals provide crossing opportunities for pedestrians and bicyclists, in addition to improving operations for vehicles. They can be designed to provide a level of service to all modes as opposed to just vehicular modes consistent with Bellingham's Multimodal Concurrency Program. Intersections should be designed to accommodate expected demands, including accommodating pedestrians and bicyclists at the same level of comfort as the facilities approaching the intersection.

Signal timing improvements and enhancements to existing signalized intersections that improve conditions for all modes are also possible to make wider, more comfortable crossings for pedestrians and bicycles crossing the street.

Enhanced Crossings

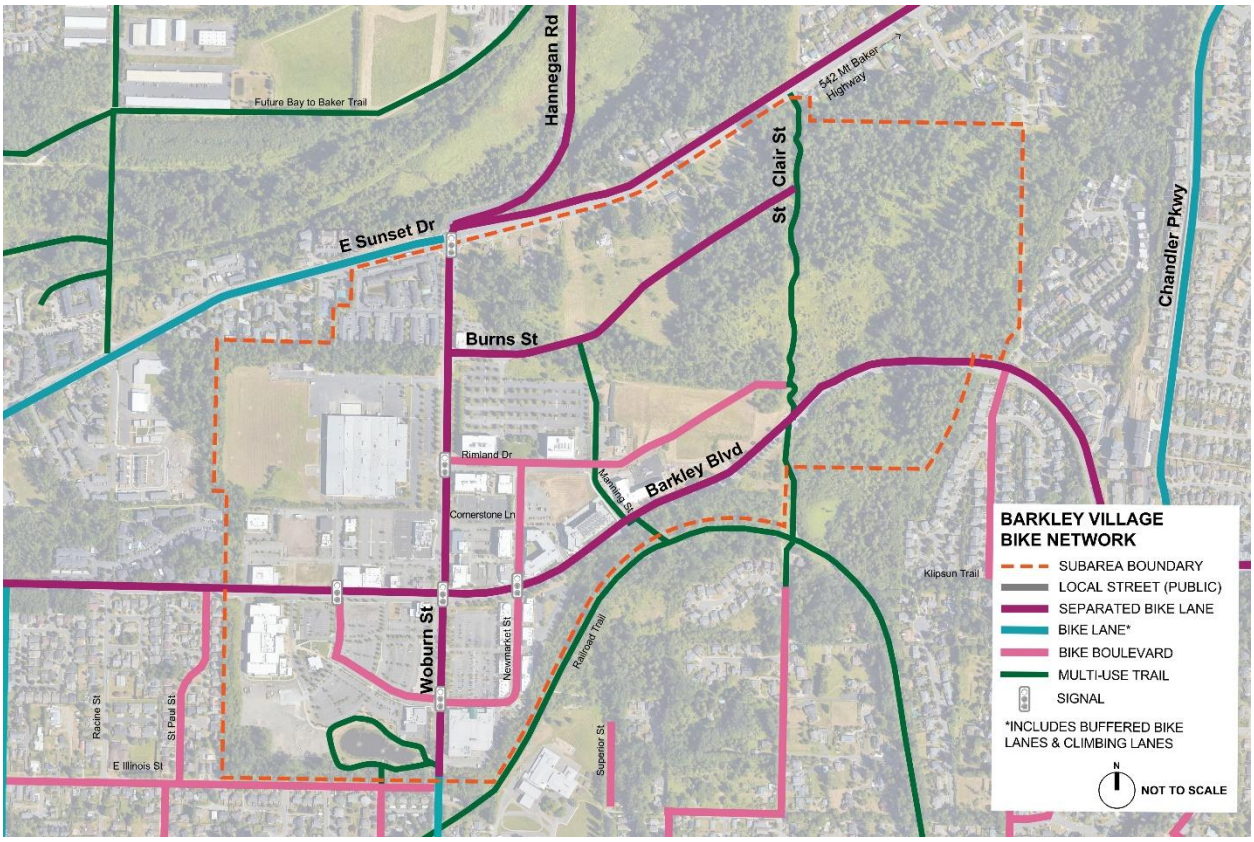
At intersections and mid-block crossings, the focus should be on enhancing comfort and safety for pedestrians and bicyclists. Enhanced crossings could include striped crosswalks, median refuge islands, RRFBs, and other improvements. These are focused on locations where there is access to trails and other non- motorized connections that are expected to have a higher multimodal level of service.



Existing and proposed public and private roads will increase access for all users within Barkley Village.

Bicycle Facilities

In addition to pedestrian facilities, public streets and connections should accommodate bicycles. The following facility types are intended to provide a complete bicycle network within and connect to adjacent facilities and/or routes to Barkley Village. These are consistent with facilities outlined in the Bellingham Bicycle and Pedestrian Master Plan as facilities that would be appropriate along the public streets in the area.



Opportunities to connect future Barkley Village bicycle facilities with existing and future planned City facilities.

Multi-use Trail

Multi-use trails, side paths, or shared use paths can accommodate both bicyclists and pedestrians along a corridor. These facilities can be located directly adjacent to a travel lane or along an independent alignment. Bicyclists and pedestrians should be accommodated through a wide shared-use path on one side of the street with a sidewalk provided on the other side of the street. This street design is best where there are few driveways and street crossings, allowing the shared use path to be provided continuously with minimal conflicts with traffic. Intersections should be designed with the pathway offset from the intersection to ensure visibility of pedestrians and bicyclists crossing the street. These hardscaped, non-motorized facilities are ideally fourteen feet (14') wide or more with buffers to provide space for all ages and abilities. These should be designed to accommodate expected volumes and mix of user types including side-by-side walking and bicycling, allow for passing, and accommodate a variety of micromobility devices, widths, and speed profiles. This width noted above should be used as a guide to designing facilities in the area, with flexibility to approve alternatives based on localized conditions or connections to regional facilities.

Separated Bike Facility

Separated bike facilities should provide width for two-way traffic with bicyclists accommodated via unidirectional bikeways on either side of the street or a bi-directional bikeway on one side of the street physically separated from traffic. The horizontal and/or vertical bicycle facility buffer may vary along a corridor.

Bi-directional bikeways can be used where there are few driveways and street crossings allowing the two-way bikeway to be provided continuously with minimal conflicts with traffic. Intersections should be designed with the bikeway offset from the intersection to ensure visibility of pedestrians and bicyclists crossing the street. These facility types should be used as a guide for the design of specific facilities in the area, with flexibility to approve alternatives based on localized conditions and connections to adjacent existing or planned facilities.

These facilities may be located along streets that have active frontages and should be coupled with adequate sidewalks to accommodate expected pedestrian demands. Pedestrians shall be separated from bicyclists with a landscaped buffer or furniture zone.

5. PARKS, PLAZAS, AND NEIGHBORHOOD CONNECTIONS

EXISTING AND PROPOSED

The Talbot Group has placed a focus on the Barkley Village public realm, providing several parks and open spaces to boast a variety of uses as well as the potential to augment, amplify, and connect to existing and proposed green spaces. A gradient from existing natural to a more urban environment occurs within the village boundary, helping to inform relationships within an open space network. A large, forested parcel anchors the northeast corner of the site (the "North 40" conservation area), including wetlands and habitat.

The existing 'Barkley Village Green,' a central social space for gatherings at the north of Newmarket, the Barkley Village Gazebo and plaza at Newmarket's southern terminus, a park space containing a prominent stormwater pond flanked by a walking loop and picnic tables, and an adjacent natural play area are well known open space features.

With a catalogue of existing open spaces, Barkley Village can build upon the success of these places to create an intentional network of open space and right-of-way connections to further promote a sense of place in the village.

PARKS, PLAZAS, AND NEIGHBORHOOD CONNECTION POLICIES

1. Maintain and celebrate the forested habitat and wetlands adjacent to new development with wayfinding and educational interpretive signage, low impact trails or boardwalks, and areas of contiguous green space.

2. Create a strong connection between preserved open space, second-growth conifers, and wetlands through a low-impact multi-modal east-west path which may include small park-like seating areas, play spaces, and hardscape entry plazas.

3. Encourage the development of small, publicly accessible yet privately-owned and maintained plazas, courtyards, pocket parks, and open spaces.

4. Promote physical adjacencies between privately operated and publicly open spaces where possible to achieve larger and more functional accessible public spaces.

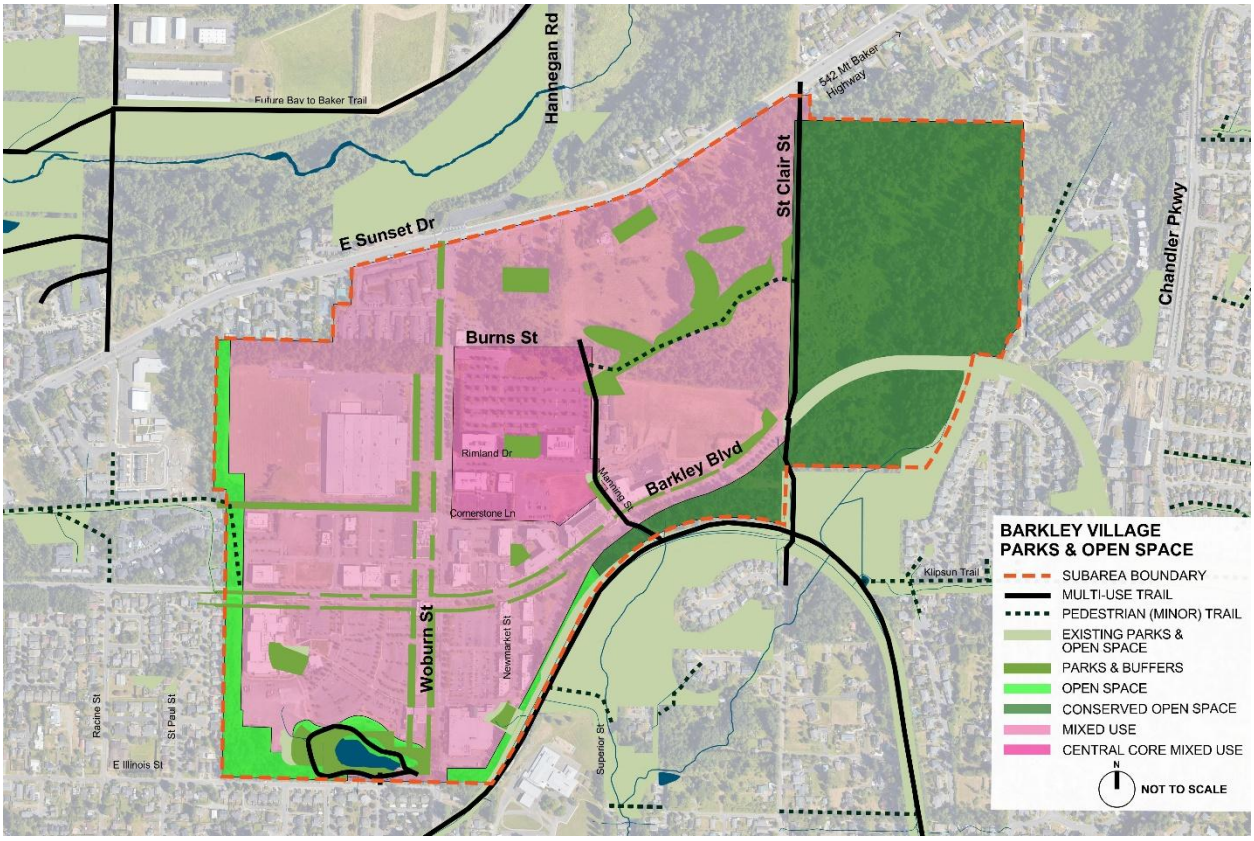
5. Enhance and create non-motorized connections through Barkley Village to the Railroad Trail and future Bay to Baker Trail. These connections should be considered opportunities to create rich, sustainable walking and biking environments with the potential to both showcase tree health and celebrate stormwater.

6. Enhance the Newmarket corridor from the Barkley Village Green to the Barkley Village Gazebo and Railroad Trail connection through wayfinding, increased planting, and design language.

7. Leverage and explore the expansion of amenities at the existing stormwater park and adjacent nature play ‘Scramble Natural Playpark’ as core open space and placemaking for Barkley Village.

IMPLEMENTATION STRATEGIES

To provide the surrounding community with sufficient open space, natural areas, and recreational opportunities, new developments may contribute to the Barkley Village open space and parks network by developing a Privately Owned and Publicly Accessible space (POPAs) in the form of a recreational amenity or private park. Amenities would require approval from the Barkly Owners Association and the Bellingham Parks and Recreation Department.



Options for Barkley Village Park and Open Spaces Framework

The general requirements of a POPA:

1. Minimum of .25 acres

2. Space shall be fronted on a public street or publicly accessible private street with highly visible frontage of not less than 50 feet.

3. Space will provide signage indicating the site is open for public access, hours of operation, and contact information.

4. The amenities provided will fulfill a minimum of two of the following program elements:
    - Support gathering for flexible events.
    - Provide picnic or seating furnishings options.
    - Include public art, display gardens, or botanical displays.
    - Provide exercise equipment for not less than three stations.
    - Provide play equipment for not less than 500SF and three pieces of play equipment.
    - Serve as a dog park.
    - Provide a game court such as tennis, basketball, pickleball, or bocce ball.
    - Provide a visual, auditory, or kinetic art installation.
    - Provide open lawn area for passive recreation.
    - Provide a habitat or pollinator garden with native plant species or trees.
5. Facilitate connected public pedestrian access through new private developments noted in the Open Space and Park Diagram, and consistent with the City's Parks, Recreation, and Open Space Plan (PRO Plan).
6. Publicly accessible pedestrian corridors shall be provided approximately every 400-feet on-center between the Burns and Sunset / Barkley Arterial Corridors.
7. Pedestrian corridors will be made as wide as possible and include a paved or crushed gravel walk sidewalk with a minimum 12' width.
8. Corridors will incorporate seating or benches at regular and frequent intervals.
9. Apply goals and strategies to protect the urban forest.
    - Protect and expand the urban forest by encouraging additional plantings.
    - Protect and restore priority habitat.
    - Manage urban forest with best management practices.
    - Adapt urban forest for climate and disease resilience.
10. Require abundant and resilient street tree installation on new public and private roads.
11. Offer preserved canopy rich natural areas as mitigation banks for projects not able to contribute to new tree planting.

6. CAPITAL FACILITIES

The Barkley Village contains basic capital facilities such as water, sewer, stormwater, streets, sidewalks, bikeways, and trails. Development of the village is a long-range project to further develop existing village spaces and expand into undeveloped areas between Barkley Boulevard and Sunset Drive east of Woburn Street.

The public utilities lie within the public street network and spread throughout the development within private roads and public easements. The public utilities located outside of public right of ways have generally been constructed and paid for by private property owners to serve development projects.

The public trail system serving the village is anchored by the Railroad Trail that runs along the southern boundary of the Village. There are two connections to the Railroad Trail from the village that connect to private and public pedestrian facilities.

CAPITAL IMPROVEMENT PLAN

Development of the village requires significant investment in public infrastructure. Future infrastructure needs to include minor utility extensions to serve specific development projects and full-scale road and utility projects. The cost and effort to construct utility extensions and road improvements associated with redevelopment projects will be borne by the private landowners on a project-by-project basis. Full scale public road and utility improvement projects include construction of the St. Clair from Barkley Boulevard to Sunset Drive and Burns Street from Woburn Street east to St. Clair. Each of these public road improvement projects will include public utilities to serve future development. In alignment with the Bellingham Bicycle Master Plan and Pedestrian Master Plan, these road improvements should prioritize the inclusion of protected bike lanes and enhanced pedestrian crossings to ensure safe, connected, and comfortable infrastructure for all users.

A private street network will be connected to the future and existing public streets to serve the village development. The cost for the private streets will be paid for by the property owners. Public utilities including water, sewer, and stormwater will be constructed with the public road improvements and expanded into the private road network and development areas on a project-by-project basis.

Park and transportation fees generated from the village development may serve as a potential source of revenue for capital facilities projects if the projects are included in Capital Facilities Plans of the Parks and Recreation Department and the Public Works Department and the approach is approved by City staff and council.

Current projects in the six-year Transportation Improvement Plan include the Railroad Trail Bridge over Woburn Street on the southern edge of the village, and the extension of the sidewalk on the south side of Barkley Blvd from the Railroad Trail connector to St. Clair. Additional projects that benefit the public may be added to the City’s Capital Facilities Improvement Plans in the future. Potential project candidates include bike and pedestrian improvements within the existing Barkley Boulevard and Woburn Street corridors as well as park, trails, and recreational development consistent with the PRO Plan.