

CHAPTER EIGHT

CAPITAL FACILITIES

8.0 Capital Facilities

The Waterfront District is a long-range project which will develop over several decades. The City and Port have worked jointly to develop an infrastructure phasing plan for the Waterfront District to ensure that transportation systems, utilities and parks within the Waterfront District will be adequate to serve each phase of development. The City and Port have also established a process to regularly evaluate and update the infrastructure phasing and associated capital projects over time.

Table 8-1 describes roads, bridges, utilities, parks, trails, cleanup and marine infrastructure projected to serve the first three phases of development. These projects correspond with Phase 1 through 3 in the infrastructure phasing plan, included in the Waterfront District Planned Action Ordinance and Facilities Agreement. Upon completion of these projects, the transportation infrastructure could support 2.7 million square feet of development south of the Whatcom Waterway and 0.7 million square feet of development north of the Whatcom Waterway.

These projects will be included in the respective City and Port Transportation Improvement Plans and Capital Improvement Plans. Projects will be scheduled and budgeted over time as development occurs and when additional infrastructure capacity will be needed.

Figure 8-1 Phase 1-3 Infrastructure and Cleanup Projects

Phase 1-3 Roads, Bridges & Utilities	Estimated Cost by Project*	Subtotals and Total Phase 1-3
Interim Central Avenue	\$2,500,000	
Granary/ Bloedel Avenue to Laurel And Interim Laurel St. to Cornwall	\$6,500,000	
Commercial Street Loop	\$4,400,000	
Wharf Street Roundabout	\$3,000,000	
Commercial Street Bridge	\$30,000,000	
Complete Commercial Street	\$3,200,000	
Sewer Lift Station	\$100,000	
Subtotal		\$49,700,000

* Cost estimates are based on preliminary designs in 2012 dollars, and are subject to change based on final design and construction timing.

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Phase 1-3 Parks & Trails		
Whatcom Waterway / Central Avenue Park	\$2,310,000	
Cornwall Beach Park (excluding cleanup)	\$12,550,000	
ASB Trail - Temporary	\$500,000	
Commercial Green Park	\$3,700,000	
Subtotal		\$19,060,000
Phase 1-3 Cleanup & Site Preparation		
GP West	\$19,600,000	
Cornwall Landfill	\$6,200,000	
Whatcom Waterway Phase 1	\$27,000,000	
Central Waterfront	\$12,900,000	
I&J Waterway	\$4,600,000	
RG Haley	\$6,000,000	
Demolition/ Site Preparation	\$5,500,000	
Subtotal		\$81,800,000
Total Phase 1-3 Infrastructure & Cleanup		\$150,560,000

* Cost estimates are based on preliminary designs in 2012 dollars, and are subject to change based on final design and construction timing.

Table 8-2 shows future projects projected to serve Phase 4 and 5 of development. The timing and cost of these projects may be modified over time to reflect more specific design, future demand and funding opportunities.

Figure 8-2 Phase 4-5 Infrastructure and Cleanup

Phase 4-5 Roads, Bridges & Utilities	Estimated Cost by Project *	Subtotals and Total Phase 4-5
C and F Street	\$4,200,000	
Maple and Chestnut Street	\$1,800,000	
Cornwall Ave Bridge	\$27,000,000	
Railroad Relocation	\$15,000,000	
Bloedel Ave. to Cornwall	\$6,900,000	
Subtotal		\$54,900,000
Phase 4-5 Parks & Trails		
Marina Park and Breakwater Trail	\$1,630,000	
I&J Waterway Park	\$1,140,000	
Whatcom Waterway Trail to Log Pond	\$200,000	
Log Pond Park and Trail	\$3,750,000	
Subtotal		\$6,720,000

Phase 4-5 Cleanup & Site Preparation		
Whatcom Waterway Phase 2	\$78,000,000	
GP Wharf Demolition	\$3,300,000	
Subtotal		\$81,300,000
Phase 4-5 Marine Infrastructure		
Clean Ocean Marina	\$27,000,000	
Waterway Moorage	\$3,500,000	
Subtotal		\$30,500,000
Total Phase 4-5 Infrastructure & Cleanup		\$173,420,000

The projects listed in Table 8-1 and 8-2 are proposed to be funded through a combination of state and federal grants, Real Estate Excise Tax (REET), Local Infrastructure Financing Tool (LIFT) funds, impact fees and other developer contributions. Projects described in the Infrastructure Phasing Plan and included in the City TIP may be funded out of sequence to respond to grant funding opportunities or the needs of early phase development projects.

The results of the biennial traffic monitoring program described in Chapter 5 will be used in conjunction with regular strategic budget discussions between the Port and City to ensure that infrastructure funding priorities are managed in alignment with development phasing.