

#	Date Rec'd	Subject	Citizen/ Group	<p align="center"><b>Citizen Comments on New Whatcom Waterfront Planning – August 2009</b></p>
<i>Last Update 7/31/09</i>				<p><i>Citizen comments received from citizens submitting comment to the Port and City and through the City of Bellingham website. Prior month comments can be viewed on the website in separate monthly documents</i></p>
432	8/24/09	<b>Waterfront Ideas</b>	Rich Berry richkberry@aol.com	<p>Dear Sir:</p> <p>It is fortunate to be at the planning stages on the waterfront and wise that what is done could save future money and create a real pleasure for living. I am struck by the beauty and function of Stanley Park and the sea wall and drive up their frequently and come back refreshed and invigorated. Why not have the waterfront blocked off to a greater extent for traffic, majority in native plant, a transportation hub for lite rail, bikes, etc and connect this to the rest of Whatcom County. This can be done, I know it.</p> <p>Sincerely, Rich Berry</p>
431	8/16/09	<b>Please appeal NOAA Marine Operations Center to Newport OR</b>	Gordon Manning gordoman@comcast.net	<p>Dear Mayor Dan Pike,</p> <p>I am a D.O.C. /N.O.A.A. employee my department is the Marine Operations Center – Pacific also known as Electronic Engineering Branch. We are current home based in Seattle 1801 Fairview Avenue East. You are probably somewhat familiar with the MOC-P lease becoming due and that the fire at MOC-P Lake Union pier severely damaged the pier disabling it permanently. The US Government aka NOAA went through the formal bid process. The current Seattle location was among the bidders and Bellingham WA and Newport OR and Port Angeles WA were also the final bidders.</p> <p>NOAA officials have chosen Newport OR as the lease option and building location. I do not know why they chose this location.</p> <p>I am strongly opposed to Newport for a location for reasons the long and lengthy. Here are my top reasons why Newport is unwise, financial disastrous and not thought through to its full ramifications:</p> <ul style="list-style-type: none"> <li>• Newport Infrastructure is terrible. The main road RT101 must be widened and the bridge must be expanded to twice its current size. The traffic from tourists makes the trip from 3 miles north of Newport to the Pier on the Southside of the bridge to be 1 hour. The whole traffic flow and parking</li> </ul>

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				<p>will have to be re-thought. It is costly to re-build bridges and widened main artery routes. This is also a burden of time as well. If you estimate 1.5 Billion just for this item, you have made this a senate bill that must be passed.</p> <ul style="list-style-type: none"> <li>• Newport does not have any full service Marine contracting services. No dry-dock, no marine welding, no sheet metal workers and no marine electrical or marine engineering...nothing for vessels of NOAA's size. It will take years for businesses to be drawn and then built then finally warehouse the correct NOAA items. Again this is costly. US Tax deferment will have to be allocated to attract businesses because there are no skilled workers to fill any of the positions. This is a logistical nightmare.</li> <li>• There is no building and the pier must be completely re-built.</li> <li>• The crabs that reside at the pier are high quality. The Miller Freeman ate this crab they caught while at the pier. This will disappear when the huge cranes and dredges needed to dredge the pier area begins. Then once the ships are dockside they will cause an ecology issue with the few remaining crab. Additionally, there are high quality clams and oysters dig for immediate at the dock location. The dredging needed to make this a deep water port will eliminate this opportunity.</li> <li>• The winter months (Mid-October thru Mid-March) is it impossible to dock at the pier. It is unprotected and it must have HUGE wave break 15-20 feet high to provide protection from the wind and waves for the winter dockside time period.</li> <li>• There are very few hotels and car rental service are limited. Taxi services –only one service goes to south of the bridge where the pier is going to be. There are no commercial deliveries of food items to the pier.</li> <li>• We absolutely no consideration of current NOAA employees input. There was not any poll or interest survey taken to found out who would move to what location. NOAA did not consider what I or anyone would do if MOC-P was moved to Newport or Bellingham or Port Angeles. This does not fit with their own regulation of employee morale and relations.</li> <li>• The Seattle location will become an ecological waste area due to the cresol-soaked tar laden wooden piers. The extent of the fire damage has</li> </ul>

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				<p>ship builder for which NOAA has preferred for the recent small survey vessels. All American is totally familiar the needs of NOAA this is an extremely logical choice. Please make it known that this is a terrible decision made by NOAA. Seattle and the state of Washington will lose millions of dollars of annual income by this move.</p> <p>Thank you for time and interest.</p>