



# PORT OF BELLINGHAM

*Washington State*

To: Waterfront Futures Group  
Patricia Decker

February 4<sup>th</sup>, 2003

From: Bill Hager, POB

Re: **Port of Bellingham Waterfront Plans**

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Following is an inventory of **official** Port Plans covering the Bellingham waterfront. By State law, Ports must have a plan (referred to in State statues as a "scheme of harbor improvements") adopted by its Port Commission prior to constructing any capital improvement. The plan can not be adopted without public notice and a hearing. After the listing is my summary of what each plan entails. The complete plan documents are available at Port Offices if further review is desired. In addition, the Port has numerous background studies covering a number of various topics.

**1. Squalicum Harbor Land Use Plan**

Adopted by Resolution #792, June 1983.

Amended for Property sale to U.S. Coast Guard.

Amended for Bellwether Development, Resolution #1093; June, 1998.

Summary: The original plan established basic land uses around the newly established "inner" and "outer" harbor areas. The plan boundaries extend from Squalicum Way through the *Bellwether* peninsula. It establishes the basic moorage alignment, the fishing fleet center and the marina service center. For the Bellwether area, the originally plan called for additional fish processing facilities. This need never came to fruition. The plan was changed to a mixed use concept with the subsequent Bellwether development and plan amendment. The other amendment was necessary when the U.S. Coast Guard wanted to expand and own their property. Sale of waterfront land, except perhaps to the federal government, is not something the Port Commission would normally consider. Finally the plan established many public access features including the public boat launch and the harbor promenade. A small park at the end of Bellwether was mirrored across the inner harbor entrance with Zuanich Point Park.

**2. Bellingham Shipping Terminal Master Plan**

Adopted by Resolution #1111; July 1999.

Summary: This master plan covers the Port's shipping terminal adjacent to Cornwall Ave. The preferred use for the area remains as a cargo facility, and details the capital improvements which would be necessary to maintain the viability of the site over the next ten years. In addition, the plan examines an adjacent area outside of port control for possible terminal expansion. Finally, alternative land uses are reviewed for the main site as well as adjacent property in

the event the main cargo use is no longer viable. All alternative land uses are water related activities, taking advantage of the adjacent Whatcom Waterway.

### **3. Fairhaven Master Plan**

Adopted by Resolution # 946, February 5, 1991

Summary: This scheme of harbor improvements covers the Port's southside holdings in Fairhaven. The plan examined alternative uses (including mixed uses) for the Fairhaven Marine Industrial Park area but in the end kept the emphasis on marine related activities there. The plan stressed the importance of continuing uses such as the cruise activities, fish processing and ship repair businesses which can take advantage of the deep water assets of most of the area. Public access components are an important element of the plan as well. It is scheduled to be redone this year.

### **4. Port of Bellingham Open Space, Park and Public Access Plan**

Adopted by Resolution #964; April 7, 1998

Summary: This Port plan incorporates all Port public open space, access and parks throughout its properties into one document. The Port's plan is coordinated with the City's park and open space plan wherever possible to provide continuity. The plan may also list other jurisdiction plans which could meet expected demand in some areas. It also is being updated this year.

Relevant Study Not Adopted by Port Commission

### **Central Waterfront: Site Characterization and Land Use Options**

This study prepared in January of 2000 examines the existing physical conditions of the land lying between Roeder Avenue and the ASB and the two federal waterways, "Whatcom" and "I & J". After discussing the issues and concerns, three land use alternatives were prepared for the area and the advantages, disadvantages and market responses for each option were discussed. The report was transmitted to City Planning for review and recommendation to the City Council.