

**A compendium of Citizen Comments  
February 2003 – December 2003**

**RE: What are the costs of development**

**December 2004** (\*phone conversation)

What are the cost factors involved with waterfront development? I'm thinking of marinas character buildings surrounding our harbor. A stone harbor like in Conway, Wales is for small boats with 2 arms nearly meeting at the mouth of the marina. The boats can actually be left high and dry at low tide in something like this. It's a very quaint waterfront feature that adds a lot of character. I don't see the quaintness in a sea of masts in a modern type of marina, but a smaller place like an English harbor with wooden causeways is appealing. Also, could Bellingham attract a tall rigger to moor here for visitors. This would be unique and add to Bellingham's character on the waterfront. How can the marinas of Bellingham be unique and memorable instead of just being like all of the others on the West Coast?

What do these types of quaint marinas cost? We want to be fiscally responsible, but we don't want to short change Bellingham by making generic marina spaces.

Another thought is how can Bellingham market itself as a character place? Leavenworth managed to build its current image out of a simple idea that grew and grew into what it is today – a destination and an authentic place with character.

**RE: City park at Squalicum**

**December 28, 2003**

When the City of Bellingham spends is niggardly maintained city parks funding, please do not build any asphalt or concrete surfaces. Idea proposed for Squalicum Creek City Park beach adjoining property but transfer all such to undeveloped land of city parks located beside Squalicum Parkway. City Park office on-site attracts nothing more than dirt of the Pacific Concrete industry, commercial trade traffic, and as a rock quarry transformation to municipal attraction even the claptrap proffered by city paid connivory consultants cannot abuse the land that would otherwise normally depart by dump truck loads or as incorporation into concrete sales. Feel free to play with big earth moving toys and city park funding in development of former mine property. There is room for imagination and idiot planner alike after Pacific Concrete industry stops operation off Squalicum Creek Parkway. Until pier opens for public use, development at Little Squalicum Creek seaside, do nothing more than police off bums and litter. Keep the land as is. Please KISS – Keep it Simple, stupid.

**Same writer: December 12, 2003**

Squalicum Creek City park should remain as-is until piers and access off Eldridge becomes fully a municipal or county administered recreation site. Parking should be limited to east end of city beach. Existing roadways should be surfaced with asphalt or concrete. Build no trails. Allow property roadways for non-motorized public use. Until piers are surrendered for public use, keep property fully undeveloped with sole exception of litter control management. Allow beach use as no-leash zone requesting only animal feces be pet owner disposal responsibility. No overnight camping or open fires please. Post park signage at municipal or county boundaries. Prefer pier use limited to whatever public can walk, pull or push from street parking. All small watercraft pier access by use of mooring float, docking, and metalwork ramps from waterside to pier top. Allow pier to serve non-motorized watercraft. Crabbers, fishers, and any lover of marine views. NO shelters atop pier please to keep bums, thugs, and port authority greasy suits elsewhere.

**RE: Build jobs – enough parks and trails.**

**January 2004**

Please, something that will furnish jobs. We have enough parks and trails.

**RE: Keep working waterfront**

**Postcard comment: December 2003**

Keep business on the waterfront. Parks and trails are not job producing.

**RE: Why make everything on the waterfront a park?**

**November 2003**

I grew up in Newport Oregon, a city with a working waterfront. I have lived in Bellingham since 1993 and believe that the "visioning" session at the Mount Baker Theater I attended was very narrow in scope. [Waterfront Center Slide Show] The only vision presented was a park.

Questions:

1. How many waterfront parks are enough? I went to the City of Everett Website and they boast 40+ parks. I believe Bellingham has 80 parks at last count, three of which are waterfront parks. Everett is a much larger city than Bellingham.
2. In your presentation you stated that it is not enough to spend money to create a park but to also budget for the maintenance of the park, I agree. Bellingham is a very heavily taxed community

already. Additional monies would need to be raised through taxation to build/maintain another park. For those individuals that built Bellingham and live on fixed incomes another tax may force them to move from the community they built. Have you considered this? If not, why not?

3. Your presentation included no financial impact statements comparing a park with other possible uses, nor the financial impact to downtown Bellingham good or bad. Was this intentional? Do you have such data? If not why not?

4. Why did your "visioning" limit itself to just parks? Why not mixed use, light industrial?

5. I don't recall seeing any of the parks you presented next to a working paper mill. The GP paper mill is still operating, how will this impact a park?

Comments:

1. The natural deep water port that Bellingham has been blessed with is something of commercial value. I am not suggesting another GP or similar heavy industry but perhaps some light industrial use that will create new jobs. Bellingham needs family wages jobs. A park will create few if any new jobs from my perspective.

2. We have lost significant numbers of family wage jobs. I know, I see people everyday through my job at Work Source and know what people are getting paid, and what employers offer. We do not need more low wage gift shop and restaurant jobs. We should be using every opportunity to develop new industries that pay at minimum the wage standards the city has applied to contractors are expected to pay to work on city projects.

Thank you, Bob Hayes, Bellingham, WA

### **RE: Suggested use of land north of Mill Ave. between and including 10th Avenue November 2003**

Congratulations on a really excellent result for your long weekend of visioning, study and public contact. I was excited and encouraged and impressed by the people, and the product rendered.

Here is a thought that might have some utility sometime in the future. It arises from the reality that parking is already becoming a problem in Fairhaven and is always a problem in our auto obsessed world.

If the port property on the lower terrace were to develop into a mixed use Granville Island like area with business, retail, light industrial, tourist, marine service and residential uses parking for it will be critical and a poor use of that precious waterfront land.

Here is my thought.

Ken Imus and the City of Bellingham share ownership of the land directly on top of the bluff and north of Mill Ave. between and including 10th Avenue and to 11th. The private land is approximately 200 x 500 or 100,000 sq. ft. The 10<sup>th</sup> Street right of way adds a lot of sq. footage to that total. Let us assume it is an area totaling 60 x 500 added to the western edge of the Imus property. That adds 30,000 additional sq feet for a total of 130,000 sq. ft.

I suggest that the land in question be excavated down to the level of the Port of Bellingham land below and that a three story parking garage is constructed on the entire site providing 390,000 sq. feet of parking. On top of the parking structure Imus could develop a retail/residential village taking advantage of the proximity to the central village, the Village Green, and the view opportunities over and through what might be built on the port land below.

Financing of such a huge structure could be financed by a joint effort of the four involved entities that are benefited. The Port of Bellingham which would enjoy street level parking on the lower level of the garage, the Fairhaven Parking District that would receive a huge addition to parking supporting the business district, the developer who builds the retail/residential parking on top of the structure with his obvious needs to provide parking for the tenants above. and perhaps the City of Bellingham which would have to vacate the 10th Street vehicular right of way but would develop a walking /viewing pathway connection along the west side of the private development and on top of the garage.

The garage could be accessed both top and bottom, at tenth street above and from the port land below, and should be served with both elevators and a ceremonial staircase making the surface connection from the Village Green corner of 10th and Mill to the water access on the Port land below.

This is a highly complex project but if accomplished would provide a great deal of parking in a highly aesthetic manner and serve many masters while saving much surface land area for people rather than automobile use.

Thanks for your good work. Brian Griffin

**RE: Likes the funicular idea to connect WWU to waterfront**

**E-mail: November 12, 2003**

Patricia: Thanks for bringing the Waterfront DAT to town. I loved the proposal for an aquarium linked to WWU by a funicular as presented by Dave Christiansen. While I know that the idea was originated by Ron Kasprisin during the Visions for Bellingham as a flight of fancy, given the redevelopment proposals on the table, it might actually be possible. When I told Ron that the idea had resurfaced, he told me that the City of Ketchikan in Alaska already has a similar installation. It might be worth looking at the Ketchikan example.

While it is a fanciful idea, if bicycle racks were added to the gondolas and bicycle parking provided at the aquarium, the funicular could be used to significantly increase bicycle commuting to WWU from the surrounding lowlands. The aquarium would be such an ideal anchor for the redevelopment of the GP site. The funicular would be such an outstanding landmark feature to bond the waterfront to WWU and attract interest in the waterfront. It could also provide the locus for a new transit hub. Who could resist a transit or bicycle commute to WWU if it ended in a gondola ride? It also makes the proposal to locate WWU facilities on the waterfront much more feasible for students and staff that might need to get from the main campus to the waterfront quickly.

Sincerely, Michael Durbin, P. E., David Evans and Associates, Inc

**RE: A vision for the Waterfront**

A cluster of high-quality cultural amenities—the TerraQuarium, Whatcom Children's Museum, Allied Arts Education Center, Maritime Museum—sharing infrastructure, including parking for school buses, and fronted by a large public Commons, with park, amphitheater, art works, restored native plantings, boardwalk, and restored natural shoreline. This will be a magnet for families and children, and set the tone for the quality retail, dining, housing, and light industrial uses that are also part of the mix.

Michael Burnett

**RE: Bellingham Bay is an ecological disaster**

**November 12, 2003**

Your comments about regulatory and permitting delays reflect your lack of understanding about the ecological disaster that has occurred in Bellingham (Bay) over the last 100 years.

All the old growth trees have been cut and the salmon stocks virtually destroyed.

Little thought was given to sustainable resources management practices in this area.

Putting up pictures of old growth trees and salmon on a kiosk isn't quite the same as having the real thing around.

Your plan should carefully define long term developmental impacts even if we have to wait a few years for the future to arrive.

Joe Davis, Bellingham, WA

**RE: Ideas that this person liked from the DAT presentation**

**November 2003**

I attended two of the presentations offered this weekend. Thanks you for the presentations. Comments for consideration on Bellingham's waterfront (what an incredible project!!)...

**IMPORTANT:** Very large, attractive community center with WOODEN FLOORS that can be used for many purposes including dancing. (Right now, the only dancing halls in Bellingham with wooden floors are limited in size.) We need a nice, pleasing hall that will accommodate about 200-250 people - like a large gymnasium with nice aesthetics. The wooden floors need to not be over concrete. Wonderful if we could preserve one of the existing waterfront buildings. Again, size is very important as Bellingham has some buildings that serve these purposes for a much smaller capacity.

- Water access for kayaks, etc.
- Bike and walking access all around!
- Adequate parking
- Beach area?
- Lots of food offerings. Waterfront pubs, fish and chips stands
- Permanent place for year-round fish (i.e. Venice) and farmers market - preferably a heated space with lots of windows)
- Industrial space for artists
- Boardwalk
- Green space/climbing area for children
- Fishing pier
- Links to downtown and Squalicum Harbor
- We should be able to bike and/or walk from Squalicum Harbor to Fairhaven

Icing on cake:

- Merry-go-round (wow!)
- water flow-forms(<http://www.mind.net/aware/flowforms.htm>)
- Gondola from WWU Red Square

Think about what works well with White Rock (very pleasant walking area), Granville Island and Stanley Park. Thank you!

**RE: Post the images from the DAT Presentation ASAP**

**November 2003**

I attended the presentations on Thursday evening and Sunday afternoon. Much information and ideas. I am urging you to please post as many of the architects drawings on the website ASAP when interest is high. The detail of the scans must be high enough to see the fine print-better than the Power Point show could do. Also printing the key drawings for distribution would help. Same for the upcoming Waterfront Center report.

Thanks, Jim Johannessen, Licensed Geologist, MS, Coastal Geologic Services

**RE: Details of what this person liked from the DAT presentation**

**November 2003**

Congratulations to the Waterfront Futures Group for presenting the ideas of such outstanding consultants to the general public. My ideas covered another card, so here is my info.

What I especially liked: 1. cultural context, 2. regional context, 3 the three major views from the Cement Plant [south down the Sound], City Center [to Lummi and Orcas Islands], and Fairhaven [to the Nooksack River Delta] 4. Regional crosshairs especially taking Mt. Baker Highway [all the way onto] Broadway and actually down to the water. 5. all of the design principles,

especially continuous access by foot or car (paths and roads) and reclaiming “nature” 6. Quad lift from the GP campus to WWU is brilliant! As is bringing part of the campus to the waterfront. 7. Using icons (lighted at night) to “mark the spot” preferably on top of special building rather than just a tall pole in the center of a square. 8. Commercial and Laurel intersection is brilliant idea as is the Winter Garden glass covered road area. 9. Keeping industrial icons and highlighting all the other connections.

What I would prefer: Not lighting the Museum but using the same style light above the top of the Museum and the Mt. Baker Theatre (where did it go?) as well as other major spots.

[Second card] More of What I like:

The plans to reclaim the “nature” part of the shoreline in Fairhaven while still developing a multi-use community. The diagonal path from the Village Green to the shoreline is brilliant. Same for the diagonal road leading into the proposed development on the current GP campus.

Moving the train track makes sense... can it also be enclosed to reduce noise through town?

This is my third card... a few more ideas:

What I like: 1. More marina space here and there in smaller scale 2. More emphasis on Whatcom Creek and old railroad station. 3. Big arena for big events.

Need: more marina space for sea planes, 2. Nooksack Indian participation, 3. Lots of paid parking for WWU faculty and staff and students on waterfront campus.

Postcard comment from Margaret Wild, Bellingham, WA

### **RE: Establish Design Standards ASAP**

**November 2003**

Establish downtown design guidelines ASAP. Stick to more traditional/historical styles to tie all the older buildings together. Avoid the temptation to “over design”. Building frontages with more contemporary designs/styles. Good Design: new Flame Building, Bad Designs: New Mason Building, New Trash Cans, new Bellingham Entrance Signs.

Postcard comments from Anonymous:

### **RE: Suggestions for specific actions on the waterfront**

**November 2003**

- Include working facilities in the plan, not just park and facilities for tourists.
- Paint Uniflite a brick and brown stripe horizontal
- The shore here is public access all along the Bay front. Include parking.
- Excellent signage from I and J to Old Fairhaven Parkway. No glaring lights.
- Keep architecture consistent with the Courthouse and the Waldron Block in Fairhaven.
- Include low cost places for visiting boaters to tie up in downtown, Squalicum and Fairhaven areas.

Postcard comments from Anonymous

### **RE: Compliment regarding WFG process**

**November 2003**

Thank you for the excellent presentation this weekend. This open dialogue is refreshing. It’s nice to see presentations like that don’t seem to be carrying one group’s agenda. Well done. Please add me to your mailing list.

Postcard comments from Glenn Butler, Bellingham, WA

### **RE: Look at White Rock, B.C. as an excellent missed-use waterfront development**

**November 2003**

On November 6, I attended a meeting at the Mt. Baker Theatre. Please look to White Rock B.C. just across the Canadian and U.S. Border they have an excellent mix of cafés and boardwalk and pier with small marina and railroad going through middle of what a wonderful world of mix and match.

Doc Hill, Bellingham, WA

**RE: Keep waterfront natural and for the birds**

**November 2003**

TREES! No Parking lots. No Gift Shops! No Roof tops! Places to nest. Please think about us! (Shows pictures of seagulls). Not \$\$\$.

Postcard comments from Anonymous:

**RE: The process must find a way to deal with the BNSF obstacle**

**November 2003**

The process must find a way to deal with the BNSF obstacle. The physical barrier is self-evident but BNSF's sound pollution also diminishes enjoyment and psychological access to the waterfront. Corporations who for their own reasons enter into the creative WF process will be well-suited to join a negotiating team to deal with BNSF leaders; GP should participate in this process. Almost certainly, the tracks can not be moved, but major under grounding and road/street/walkway over passing can BRIDGE the barrier and (at least shedding by covering) reduce the noise factor.

Postcard comments from Anonymous

**RE: Elements of B'ham's 11-mile waterfront are already in place**

**November 2003**

Elements of B'ham's 11-mile waterfront are already in place: Little Squalicum Park, Squalicum Harbor, Bellwether and Zuanich, the Shipping Terminal, Boulevard Park, Marine Park, Post Point, Teddy Bear Cove etc. Link them with a greenway and boardwalk view corridor consistent with the most clean and clean harbor designs you've shown us. Also, the tracks cannot be moved; so integrate them directly into the design, with artistic fencing or encased in filigree structure with functional uses on top, such as a monorail, a train line, or disguised parking. Uniform transportation up and down the shoreline is vital for the sake of drawing tourists because the physical city is hard for drivers to negotiate.

**RE: Ideas they liked from the DAT Presentation**

**November 2003**

This is a reiteration of the comments that resonated with a person after the DAT presentation: Welcoming people to the waterfront. Bring the community to the waterfront by extending the community grid, views and elements.

Squalicum Parkway a more industrial/more hidden route [to the waterfront]

Structured flexibility. Start today with transportation connection that are well-focused ideas and responsive.

Open Space acreage amounts to 30 acres.

Adopt and Adapt.

**RE: Ideas this person liked from the DAT**

**November 2003**

We've all learned a lot. Boldly go forward.

Catalysts – waterfront catalyst landscape qualities, location, character.

Active recreation area

Entertainment corridor and train station.  
Welcoming people to the water (amphitheatre)  
Artist Community  
Connection to WWU.  
Bringing in the community to the waterfront.  
Connections – Connect Fairhaven to the water  
Jobs, Commerce, Industry.  
Energizing catalyst projects  
Postcard comments from Anonymous

**RE: Ideas and suggestions for each “zone” on the waterfront  
November 1, 2003**

Waterfront Ideas in response to Waterfront Center presentation - General Ideas

If it isn't possible to re-route the BN railroad tracks around town, portions of the track along the waterfront or and near the CBD could be enclosed in sheds similar to the snowsheds in mountain passes. There could be pedestrian areas, parking, landscaping, etc. on the tops of the sheds, with stairways and ramps leading down to the waterfront.

Another way to deal with the railroad is to have pedestrian/bicycle pathways parallel the railroad, including at water crossing areas

There is a continuous “waterfront” trail along the entire shoreline. Small pocket parks are interspersed in areas that may be working waterfront or natural areas. Area Specific Ideas (by zone)

Little Squalicum/UGA:

The Cement Plant pier becomes a fishing dock. There is plenty of parking at the old Cement Plant. Access to the beach from this area via stairway/ramp. The Beach is a natural area, restored or marinated as required. There are minimal impact trails and/or boardwalks

Squalicum:

Mostly working waterfront, with public access through areas for people to observe waterfront activities and to get to water viewpoints. Some mixed use interspersed, including residential.

CBD:

The treatment lagoon becomes a small marina with a pedestrian walkway around it. A bridge crosses the opening of the marina. There is a small craft/kayak launch area. Paths go along the edges of the waterways.

Maritime Heritage Park continues to the edge of the water and a small dock over the water. A grand stairway/amphitheater, similar to the one in Maritime Heritage Park, allows access down to the GP area from Cornwall/ Commercial/Chestnut area. (see above comment about RR sheds). In addition to providing access, this can be an outdoor.

At the foot of Cornwall is a large enclosed (but well-windowed) public building which forms a waterfront focal point and serves as a place for wintertime enjoyment of the waterfront. This could be used for conventions or large gatherings, public performances, etc. A fountain associated with this building adds to its “focal point” character

Perhaps a combined Farmer's Market/Fisherman's Market occupies the foot of Cornwall area as well. There is a kayak/small craft launch in this area Mixed use working waterfront, residential, retail, office at foot of Cornwall.

South Hill/Boulevard

The area N. of Boulevard park is restored to a natural area at the waterfront. Upland there is mixed use housing/retail/office

Fairhaven

The area from Uniflite to Boulevard Park, below the Taylor Street dock is a natural area. Uniflite to Marine Park remains working waterfront, with additional mixed use

### Edgemoor

The waterfront is a natural area, restored or marinated as required. There are minimal impact trails and/or boardwalks.

### Chuckanut Bay

A pedestrian/bike pathway parallels the railroad crossing of the bay. This trail continues on across the base of Clarks Point. A loop trail circles around the edge the bay, joining the crossing at both ends, There is also a connecting trail to Teddy Bear Cove.

Keep up the good work - Rod Burton

### **RE: Likes the idea of a gondola connecting WWU and the waterfront**

**November 18, 2003**

I have an idea for Waterfront development, expand Westerns Campus to the current GP site and connect them with a covered chairlift or gondola. I was wondering how this idea might be received. How about a nice big roller coaster, water slide, public spa, and outdoor theater?

Noel Collamer

### **RE: Out city needs a venue with a wood sprung dance floor**

**E-mail: November 18, 2003**

In the quest for ideas for the future of Bellingham's waterfront, I would like to emphasis the need for a facility with a large, sprung wood floor suitable for dancing. We are board members of the Bellingham Ballroom Dancer's Association which is a chapter of the US Amateur Ballroom Dancer's Association. USABDA is a non profit organization dedicated to promoting dancing as a social and athletic sport. Our chapter sponsors swing dances, big band concert/dances, lessons and other activities for all ages. We seriously lack a large enough facility to accommodate the public in Bellingham that is not carpeted. The few spots large enough in town (hotel ballrooms, etc) are now fully carpeted over concrete with a portable dance floor laid on top. These are completely unsuitable for comfortable dancing. Thank you for your consideration.

Karen and Stanley Harris

### **RE: Environmental stewardship and preserving working waterfront**

**December 26, 2003**

I would like the primary focus of future development of waterfront development to be centered around a working port and not necessarily a tourist attraction.

The development of a 'Citizens Dock' in the waterway could be a good weekend sales site for fresh salmon and other seafoods by commercial fishers. I do not want to see the commercial fishing industry squeezed out of existence by a loss of working space at the harbour.

The shoreline of Bellingham Bay have been armored with rock. This has caused the loss of healthy beaches and has made our beaches difficult to walk and hike. We need to locate areas where Bellingham can remove this rock armouring and return the riparian area to natural processes.

Many areas along our shoreline have been filled with garbage and pollutants. Removal and clean-up is necessary. In 1971, I came to Bellingham. In my driving around in search for the harbor, I drove down to the foot of F Street. I was greeted by a D-9 caterpillar pushing garbage into Bellingham Bay. We have many sins in the past that will rear their ugly heads in the future.

During the development of harbor, the lower estuary of Squalicum Creek was removed, in addition the floodplain and bankfull has been severely compromised due to bank armouring and floodplain filling. Increased road flooding events will increase in the future. We will have to deal with this problem in the future with increased storm impacts affecting the capacity of the stream channel.

Shannon Moore

**RE: Old Town and ferry access; fill is no place for high density  
December 16, 2003**

Let us please recognize once and for all that the portion of Old Town which is built on fill is no place for tall buildings or residential density. Residences need to go onto safe, solid ground above the bluff and the tall buildings need to go farther inland where they won't block views of and access to the water for everyone else. Water access is Bellingham's great undeveloped asset and potential economic engine. Let us develop to maximize that potential. How about an area similar to Granville Island, with artisan studios, interesting shops, and a marketplace with local vendors of fish, flowers, and produce? I'd love to grab a bowl of chowder, stroll through the park, and either head uphill to the museum or down to a waterside promenade where I could share my lunch with the gulls while watching the picturesque foot ferry go back and forth to Fairhaven. It would not dock down at the cruise terminal, but up on that wonderful piece of property where the Port wants to put an office building. A plan of this nature would serve our visitors and provide needed water access for residents and downtown workers. If all the lovely new downtown apartments are to stay filled, there must be park space and amenities close at hand. Can we do this? Of course we can, if we're willing to stay the course and be absolutely clear with developers about what is allowed. Do not be swayed by arguments for short-term gain; we are building a city for the long term. We'll find that plenty of builders are excited to cooperate with the community plan, if they only know what that plan is.

Sincerely, Eileen Herring

**RE: Squalicum Creek city park  
Postcard Comments: December 12, 2003**

Squalicum Creek city park should remain as is until piers and access off Eldridge become fully a municipal or county administered recreation site. Parking should be limited to east end of city beach. Existing roadways should not be surfaced with asphalt or concrete. Build no trails. Allow property roadways for non-motorized public use. Until piers are surrendered for public use, keep property fully underdeveloped with sole exception of litter control management. Allow beach use as no-leash zone requesting only animal feces be pet owner disposal responsibility. No overnight camping or open fires please. Post park signage at municipal or county boundaries. Prefer pier use limited to whatever public can walk, pull, or push from street parking. All small watercraft pier access by use of mooring float docking and metalwork ramps from waterside to pier top. Allow pier to serve non-motorized watercraft. Crabbers, fishers, and any love of marine views. No shelters atop the pier please to keep bums, thugs and port authority greasy suites elsewhere.

**RE: Emphasize stewardship in planning  
Postcard comments: December 4, 2003**

De-emphasize business use.

Emphasize spaces/activities to help us learn more how to steward our precious nature-animals-trees-etc. (What's left of it). Gillian Brightwater Bellingham, WA

**RE: Maintain working waterfront industrial environment  
Postcard comments: December 1, 2003**

Absolute primary concern should be to keep all of the waterfront property on the tax rolls. Private developers can be required to provide public access to the shoreline and to build paths, boardwalks, playgrounds, landscaped areas, etc. to accommodate the public within a 50 foot strip along the water.

A working waterfront industrial environment should be maintained and encouraged by appropriate zoning and incentives to private developers.  
Other privately developed projects should include multiple residential medium –rise buildings and maritime related commercial businesses.  
Surface parking for residents and employees should be severely restricted. Surface parking should be allowed only for visitors.  
All non-industrial structures should be substantially landscaped with lawns, flowers, ornamental and shade trees, and colorful shrubbery.  
John Forgette, Bellingham, WA 98225-5818

**RE: Liked DAT images**

**Postcard comments: December 3, 2003**

Great ideas from the volunteer architects! Can't wait for the changes! Please put me on the mailing list:

M Ramerman, Bellingham, WA 98226

**RE: Access to water and small businesses emphasis**

**Postcard comments: November 28, 2003**

The future development on the waterfront should continue the trends that Bellingham is famous for – small business and natural environment integrity. Large corporate investments from out of the county should be allowed to operate only under strict covenants/conditions. The arrangement should include a community common area and public restrooms, preferably with access to the water.

Everett James, Bellingham, WA

**RE: Support for green space, parks, and trails**

**Anonymous Postcard comments: November 10, 2003**

- Green space, parks, and trails
- Natural vegetation
- Soft shore alternatives to rip rap and bulkheads
- Community center/meeting space
- Low-no impact businesses

**RE: Support public access and public spaces on waterfront**

**Postcard comments: November 7, 2003**

- Wonderful artwork, contemporary with a native American theme – some totem poles by Lummi carvers
- Nature – ecology park and interpretive center for children and adults
- Bike paths and walkways for the length of the waterfront
- Sandy beach and swimming area
- Small boat marina
- Restaurants – shops and condos
- Fishing pier and center for fishing boats and seafood sales
- Outdoor amphitheatre for music groups and a space for dancing
- Children's play ground and equipment including an imaginative tricycle pathway.

Janet Brown, Bellingham, WA

**RE: What they liked from Waterfront Center presentation**

**Postcard comments: November 7, 2003**

Thank you so much for organizing last night's presentation at the Mt. Baker Theatre. It was great to see how many people turned out and the potential concepts for Bellingham:

Things I liked:

- Trolley/Street Car idea
- The A-Z fishtrail
- Working Waterfront next to public access
- Re-using old buildings when possible

Things I didn't like:

- 'Miami Beach' building
- Huge Hotels
- Form without function – over-designed buildings

Sincerely, Stacy Fawell

**RE: YES to the following:**

**Postcard comments: November 10, 2003**

Public Art – YES! (Whimsical, Lighted for night)

Waterfront Bicycle Trail – Ensure public waterfront access - YES!

Mixed-use on waterfront (Restaurants/Housing/Shops) – YES!

Small Boat/Kayak Launch side – YES!

Maintain/Restore Historical Structures – YES!

Thanks, Tom Fawell

**RE: Integrate RR tracks into the harbor design**

**Postcard comments: November 7, 2003**

Rather than look for ways to rid the waterfront of railroad tracks, let's find an original and ingenious way of integrating the tracks into the harbor design. Riding Amtrak along the present shoreline from Clarks' Point to Boulevard Park through the forests north of Squilicum harbor, we not only see scenic beauty, but at G-P west looking up at the shining slivery pipes that snake in and out of the brickwork is spectacular. Remember that Amtrak carries tourists, who may decide to disembark on a future trip. Reduce freight tracks, yes at critical junctures, but artistic fencing could allow single row parking on either side of the tracks and a related monorail or double decker trolley would permit riders exciting vistas of the waterfront route. Larry Baumer, Bellingham, WA 98225

**RE: What they liked from the DAT**

**Postcard comments: November 8, 2003**

Great presentations. I especially liked:

- The way the working waterfront could be made people-friendly
- Emphasis on connectivity and integration of community spaces with water places
- Idea of a chairlift (gondola) from waterfront to WWU – wild!
- Mixed uses and mixture of income levels for housing
- Little public get-aways; small beach access points for kayaks, food stands with sitting areas
- Something for winter – enclose or covered public spaces
- The idea of lots of events even before all projects came to fruition
- The idea of a logo to get people anticipating change

Joan Beardsley, Bellingham, WA

**RE: Supports fishing pier and nurturing the Marine Life Center etc.**

**Postcard comments: November 28, 2003**

Thank you for asking. Here's some thoughts –

- How about a couple of fishing piers so parents could show their children how to fish and oldsters like me could drop a line now and then.
- How about moving and co-locating the aquarium with the sea creatures display [at the Port of Bellingham]?
- Have a Terry Wahl style path all along the shore.
- No tall buildings except next to downtown.
- Keep some marine-related businesses
- Don't make it too cutesy: Fairhaven fits that bill nicely.

E. Lilley, Bellingham, WA

**RE: Contact Skip Camp in Naples, FL for ideas.**

**Postcard comments: November 27, 2003**

Dear Future planners:

I lived in Naples FL for 7 years. Naples has consistently (over the last 15 years) one of the fastest growing areas in the country. Unlike Las Vegas, NV (also up there in growth), but very much like Bellingham, Naples sits directly on a coastal waterfront and has dealt with growth issues already. Skip Camp has been with that county (Collier Co, FL) for over 20 years in the positions of Facilities Administration and would be a valuable contact for planning this area, should you like the input.

P.S. My personal opinion would be to develop the water end of Cornwall

Sincerely, Brendan Howley, Bellingham, WA

**RE: Convention Center site on the waterfront in an existing Port of G-P building (see below)**

**E-mail: November 28, 2003**

Thank you for talking with me this morning about the idea of involving students in the Waterfront Futures Project. I look forward to hearing from Allison Roberts (I think that's the name you mentioned) about a possible 'next step' with the students.

Also, I mentioned that I had an idea that I wanted to lob out to you and your group regarding the use of the waterfront. As an event manager for Microsoft and for other corporations, I have helped organize large events in many cities throughout the U.S. One of the easiest spaces to manage a large gathering was the City of Sacramento Convention Center. In contrast to a fancy hotel ballroom, this building was a large open space (not fancy!) that was easily divided into smaller spaces, etc. The house manager had the systems worked out beautifully for A-V set-up, for seating, for food service, for display areas, etc.

SO, because Pete & I spend a lot of time on Bellingham's waterfront, I have been interested in the WFP in Bellingham. Last year we happened to be in a large building on Georgia Pacific's property -- it resembles a big hangar and it's right down on the dock. (Could it be the Shipping Terminal?). We were in this building attending an auction of old equipment from GP.

Bottomline, this building would be an AWESOME community convention center. This building accomplishes the following:

- connection to the waterfront
- possible use of the waterways for transportation from other cities (Pete's mentioned the possible revival of the 'mosquito fleet'-type of transportation but the resulting issues of ground transportation to a site that's not on the waterfront always emerges as a problem) -- this site is

RIGHT on the waterfront so attendees to this Convention Site would not have to deal with ground transportation

- use of an existing structure

- potential for view of the waterfront for large meetings/gatherings ---

Currently, aside from the Cruise Terminal, no facility in Whatcom County that can accommodate large groups has a view --- they're all enclosed box-like spaces. We have such an incredibly scenic location with the islands, water, mountains, etc. --- we should showcase them not be in claustrophobic interior boxes. - this space could accommodate high school proms, large wedding receptions, conventions, etc.

Because my great grandfather was one of the original families in Whatcom County (he was a butcher who made his first fortune outfitting the ships bound for the Alaska Gold Rush in the 1880/1890s -- later he and my grandfather were logging camp operators and shipped their timber using Bellingham Bay ships, etc.), I have a deep affinity for our waterfront. Further, Pete and I have moved all over the country and have traveled to and enjoyed many waterfront development projects (Baltimore, Charleston, Portland, Savannah, Boston, Portland Maine, etc.). I have a great deal of appreciation and admiration for our own Waterfront Futures Project. You must be very proud of your involvement in this significant project. As the students yesterday saw immediately, you (along with all of us) have the privilege of working on a project that will leave a lasting legacy.

I look forward to hearing your response about this idea for a convention center site on the waterfront and to hearing about the involvement of students in the WFP. Please feel free to contact me.

Thank you, Debbie Granger

## **RE: Multitude of ideas in each sub-area**

**Rod Burton, November 1, 2003**

Waterfront Ideas in response to Waterfront Center presentation - General Ideas

If it isn't possible to re-route the BN railroad tracks around town, portions of the track along the waterfront or and near the CBD could be enclosed in sheds similar to the snowsheds in mountain passes. There could be pedestrian areas, parking, landscaping, etc. on the tops of the sheds, with stairways and ramps leading down to the waterfront.

Another way to deal with the railroad is to have pedestrian/bicycle pathways parallel the railroad, including at water crossing areas

There is a continuous "waterfront" trail along the entire shoreline. Small pocket parks are interspersed in areas that may be working waterfront or natural areas. Area Specific Ideas (by zone)

- Little Squalicum/UGA - The Cement Plant pier becomes a fishing dock. There is plenty of parking at the old Cement Plant. Access to the beach from this area via stairway/ramp. The Beach is a natural area, restored or marinated as required. There are minimal impact trails and/or boardwalks
- Squalicum - Mostly working waterfront, with public access through areas for people to observe waterfront activities and to get to water viewpoints. Some mixed use interspersed, including residential.
- CBD - The treatment lagoon becomes a small marina with a pedestrian walkway around it. A bridge crosses the opening of the marina. There is a small craft/kayak launch area. Paths go along the edges of the waterways.
- Maritime Heritage Park continues to the edge of the water and a small dock over the water. A grand stairway/amphitheater, similar to the one in Maritime Heritage Park, allows access down to the GP area from Cornwall/ Commercial/Chestnut area. (see above comment about RR sheds). In addition to providing access, this can be an outdoor public space.

- At the foot of Cornwall - A large enclosed (but well-windowed) public building which forms a waterfront focal point and serves as a place for wintertime enjoyment of the waterfront. This could be used for conventions or large gatherings, public performances, etc. A fountain associated with this building adds to its "focal point" character
- Perhaps a combined Farmer's Market/Fisherman's Market occupies the foot of Cornwall area as well
- There is a kayak/small craft launch in this area Mixed use working waterfront, residential, retail, office at foot of Cornwall.
- South Hill/Boulevard - The area N. of Boulevard park is restored to a natural area at the waterfront. Upland there is mixed use housing/retail/office
- Fairhaven - The area from Uniflite to Boulevard Park, below the Taylor Street dock is a natural area. Uniflite to Marine Park remains working waterfront, with additional mixed use
- Edgemoor - The waterfront is a natural area, restored or marinated as required. There are minimal impact trails and/or boardwalks.
- Chuckanut Bay - A pedestrian/bike pathway parallels the railroad crossing of the bay. This trail continues on across the base of Clarks Point. A loop trail circles around the edge the bay, joining the crossing at both ends. There is also a connecting trail to Teddy Bear Cove.

Keep up the good work!

**RE: Expand WWU to G-P site; other public entertainment ideas on waterfront  
November 18, 2003**

I have an idea for Waterfront development, expand Westerns Campus to the current GP site and connect them with a covered chairlift or gondola. I was wondering how this idea might be received. How about a nice big roller coaster, water slide, public spa, and outdoor theater?  
Noel Collamer

**RE: Sprung wood floor for dancers  
E-mail: November 18, 2003**

In the quest for ideas for the future of Bellingham's waterfront, I would like to emphasize the need for a facility with a large, sprung wood floor suitable for dancing. We are board members of the Bellingham Ballroom Dancer's Association which is a chapter of the US Amateur Ballroom Dancer's Association. USABDA is a non profit organization dedicated to promoting dancing as a social and athletic sport. Our chapter sponsors swing dances, big band concert/dances, lessons and other activities for all ages. We seriously lack a large enough facility to accommodate the public in Bellingham that is not carpeted. The few spots large enough in town (hotel ballrooms, etc) are now fully carpeted over concrete with a portable dance floor laid on top. These are completely unsuitable for comfortable dancing. Thank you for your consideration. Karen and Stanley Harris

**RE: Water Access, waterfront sportsplex  
E-mail: Terry Montonye, October 21, 2003**

1. Put in a "Measured Mile" or a measured half mile between Fairhaven and GP. Far as I know, there aren't any around. Useful for calibrating speed and fuel consumption at various throttle settings. Can do it with GPS, too, but a measured mile would be used by lots of locals if not by a substantial number of visitors. Not every boat has GPS.
2. Create a water taxi service and advertise Fairhaven as the "neatest place in the NW to drop your hook, not-to-mention free-of-charge and with a measured mile, to boot!" Fairhaven establishments and city tax base would benefit. No costs other than the promotions, which establishments likely would pick up.

3. Boulevard Park to GP has got to be one of the best natural saltwater amphitheaters in the world. Outstanding potential there for:
  - a. offshore performance races (check out apba.com & ask Michael Allevies what it takes to host them)
  - b. hydroplanes
  - c. jet skis
  - d. water skiing and jumping (Cypress Gardens in mid-Fla out of business)
  - e. sailboat racing
  - f. extreme "whatever any body is doing on the water" these days
4. In addition to the "water sportsplex" above, portable bleachers could serve the following three sportsplexes, the first two on the new city property being purchased from Pacific Concrete on Squalicum Way:
  - a. "winter sportsplex" people pay to utilize mostly for training but also for some off-the-mountain competitions (timing perfect re: Whistler Winter Olympics)
  - b. "extreme sportsplex" for all the stuff you see on TV and more (kids and adults doing crazy stuff these days and as amateurs will pay \$300 entries for the opportunity to compete or \$50/day to train; pros more, of course.)
  - c. a mini "Planet Ice" sportsplex on the Civic Field Property similar in concept to the four Planet Ice rinks up in Vancouver complete with "pro shop."

This "Sea-Van Sportsplex Complex" concept is local, regional, national, and international competitions occurring constantly throughout the year in first class facilities hustled by a first class privately-financed promoter and his staff. City provides the property. Private enterprise builds and runs the facilities tax free. Waterfront restaurants, hotels, etc. the primary benefactors; city compensated by increased tax revenue. Bellingham, 90-minutes from Seattle and 50-minutes from Vancouver, the perfect place on the face of the earth to pull something like this off. Neat thing is constant infusion of income with no substantial impact on city's residential and commercial infrastructures. Would fit a "go-slow" growth policy for Bellingham beautifully. Much better use of PFD resources than Mount Baker Theater, which will draw no income from outside the city. Respectfully submitted by Terry Montonye

### **RE: Complete trail linkages and re-use of historical buildings**

**Michele Dotson, October 15, 2003**

- Links to existing trails – one trail from Squalicum Beach through the waterfront, downtown, linking to Fairhaven and on...
- The waterfront lacks flow in design and what it has to offer. Consider Vancouver's trails and waterfront offerings – a mix of community and visitor-friendly businesses combined with light industry – all accessible to the public by car, bike, foot etc. And aesthetically pleasing!
- Think Granville Island and the design strength of the McMinimen Brothers from Oregon (using old spaces for good ex: Kennedy School and Edgefield etc.)

### **RE: Granville Island vs a livable community oriented waterfront**

**Doug Brown, October 20, 2003**

Hi. Searching through your site, I see numerous references to Granville Island type development schemes for Bellingham - shops, old warehouse theaters, apartments, aquariums and ferry docks. My family and I lived in Vancouver for a half a dozen years before relocating to Bellingham in the mid-1990s. In our experience, Granville Island was a fun place to visit but you would not want to live there - honestly, I think I would enjoy going to Granville Island no more than 2 or 3 times per year with my family.

The best example of a livable, community-oriented waterfront in the Vancouver area is English Bay in our opinion. If you have not visited, I strongly suggest your group make the trip!

English Bay is a location that local families, the elderly and young singles all enjoy. It is connected by bike trails to all parts of the downtown (as Bellingham Bay must be one day) is visited by tourists, but most of all - it is a favorite "locals" place to hang out, meet friends, walk and enjoy the sunsets. Dining and apartments line the roadway facing English Bay but the beach/seawall itself has nothing but a small coffee cafe to my memory. A large, wide beach faces west and old logs are arranged for seating.

I have no idea if we can make all or a portion Bellingham Bay similar to English Bay but I have to imagine that lots of sand and some driftwood is no more costly than building Granville Island! Thank you for listening - Doug Brown

**RE: Keep working waterfront; lure a square rigger here**

**October 2, 2003**

The Vessel Zodiak Corp. Bellingham, WA

Keep working waterfront! You can mix a tourist destination with working vessels and dock activity. (San Francisco has gone to far toward tourist only activity and let the Pier silt in.) One thing San Francisco has that draws people for miles is a large square rigger. The port should offer free moorage and services to attract both training vessels or museum square riggers. Tim Mehrer

**RE: Public access, Cornwall, purchase G-P property**

**September 22, 2003**

1. I would like to see a waterfront park at the end of Cornwall encompassing the Port property and Industrial buildings by the railroad thtract south. Famrer's Market? Library?
2. Continuation of trail south from Boulevard Park via pilings (boardwalk) to a redeveloped Taylor Street Dock.
3. Get G-P out of downtown waterfront as much as possible. Purchase property to keep it from being inappropriately developed.

Robert Hakenen

**RE: Retain working waterfront character and add people places**

**October 4, 2003**

Keep it viable for a commercial fleet to operate out of Bellingham.

Small café's with bookstore and art

Retirement one-level condos with easy access.

Sidewalks to visit on.

Leslie Golden

**RE: Airport and walk on ferries to San Juans and elsewhere**

**October 5, 2003**

1. I feel that general aviation is a vital component to the commerce, transportation and recreational aspects of our community. When businesses consider making a home there I'm sure they look at the friendliness of the port of general aviation.
2. Why is Bellingham not a commercial hub for the San Juan Islands instead of Anacortes? In Europe there are now rental cars that you just get in, insert your credit card on a reader on the dash and use the car. If the ferry terminal could have a small fleet of minivans easily accessible then Islanders would use walk-on ferries to Bellingham more for shopping, etc. Minivan reservations could be made online as well as rental contracts.

Patrick Coe

**RE: Swiss Water Process plant on the waterfront**  
**October 13, 2003**

Hello! I attended your "Talking Up the Waterfront" focus group last week. In my workgroup, a comment was made about the possibility of leasing a large portion of the waterfront to an "anchor" tenant, and there was some discussion as to what kind of tenant that might be. One of the people in my group additionally mentioned that water costs will likely go up for the entire city without a tenant to replace General Pacific as a major water consumer.

So, I had an idea (not sure how practical it would be, obviously). An "anchor" tenant that not only has a system of ethics in place in tune with Bellingham's tendency to buy local and organic, but also used an enormous quantity of water would be ideal.

Swiss Water Process decaffeinated coffee would appear to be a perfect fit. (<http://www.swisswater.com/>) It is a chemical free and organic method of decaffeinating coffee by rinsing the caffeine from the bean with water. (A LOT of water.) Most "decaf" coffees are decaffeinated with chemicals, which is a relatively controversial topic in the coffee industry. The Swiss Water Process of decaffeination is often lauded along with the Fair Trade, Organic, and Shade Grown marketing movement which is becoming extremely important to coffee drinkers. The company is extremely well established in the coffee industry, and is currently based in Vancouver, BC. Whether they'd move or whether there are other companies doing likewise that would find Bellingham an ideal hub for Pacific Northwest distribution, I don't know - but it might be worth researching. Thanks for listening!

Teri Bryant, The Black Drop Coffeehouse, Bellingham, WA

**RE: Buildings on Port property**

**Anonymous phone message - October 1, 2003**

I am a citizen who is very excited we are going to be doing something with our wonderful waterfront. I just have a couple of things I'd like to say.

We need a lot of nice things down there. Please no more huge tall buildings in front of the Bellwether Hotel. The Hotel is lovely. What a shame. It's a nice asset to our waterfront, but those two very ugly buildings with pitched roofs were built. They look like warehouses, penitentiary buildings, or some have referred to them as looking like concentration camp buildings. At any rate, these huge buildings shouldn't be so close to the water. We have a wonderful waterfront for all to enjoy, let's not spoil it with ugly buildings.

At the foot of Broadway there's a nice little place to sit and look out off of Eldridge and Holly. Now we look at those two ugly, tall buildings. I hope we don't have anymore like that. Who on earth ever allowed that to happen?

**RE: Bellwether; and a dance hall**

September 21, 2003

I follow the plans for the waterfront with great interest and support Toni Knight's vision. I agree that the Bellwether development -- while I frequent the area -- is not what I would have imagined for the property. The 'feel' is disappointing. But I write to put another notion in the bonnet of the planners.

Last year, I made an attempt to find a suitable hall for the annual Scottish Country Dancers workshop and ball. After a lengthy telephone and internet search, I was unable to find a hall that met their three major criteria: large enough AND with a wooden floor AND affordable. I found that if I located a hall big enough, it had carpeting on the floor. We never even got to the price issue. At present, this group uses Fairhaven Middle School, however, the ambience is not really suitable and there is concrete beneath the beautiful wood floor. The Majestic is lovely, but not big enough and there are pillars breaking up the floor.

If there is a large building on the GP property that could be retained -- and it made sense to do so -- it would be worthwhile considering a City owned large hall for rent. Apparently, the Scottish Country dancers are not the only organization that seeks a large dancing hall, as we have spoken with the Old Time Country Dancers and senior prom organizers as well. Thanks for putting this item on your consideration list.

Marcia Robey

**RE: Building on Fill; Need for a downtown public park**

**September 17, 2003**

Please accept my two cents on waterfront development. This city has been in need of a downtown park for some time, as well as better public waterfront access. Downtown workers could use a nice green open space nearby to sit with their lunches or stretch their legs, and we'd all like more places to put in a kayak or look at the bay. With the new apartments being constructed near GP, the need for a public park in that area will be acute. I hope that a substantial portion of the GP property will eventually become a park (assuming that remediation of toxics is feasible) and suggest that the decision-makers take inspiration from the waterfront park in Nanaimo, which is an absolute jewel. It incorporates different kinds of public spaces, green areas, a plaza, a tea shop, benches, harbor views, foot paths, and ferry access, and is the sort of place visitors like to return to. Creative design could put such an asset right in our downtown. I would also add a word of caution concerning seismic safety. Our waterfront is built on fill which could liquefy and essentially vanish in a big earthquake. I am amazed that the Bellwether project was allowed on such an insubstantial base and sincerely hope that any ideas of residential building in the fill area will never be considered. In the Good Friday 1964 earthquake in Anchorage, families drowned in their homes when those homes were suddenly out in the inlet. Please don't let that happen here. Thank you for this opportunity to comment.

Eileen Herring

**RE: Provide marina for large boats**

**September 16, 2003**

712 Coho Way, B'ham, 98225

Provide a marina that could handle 80 feet or larger boats.

Quaint waterfront village. Pedestrian only with waterfront access. San Diego – Treasure Island CA, Ft. Lauderdale, FL, and Huntington Beach, CA are special waterfronts.

Tim Mumford

**RE: Support for Fishermans' Market, marina and more public access**

**September 16, 2003**

- 1) Public marina – boats make the waterfront
- 2) A) More public access – don't wall off the bay. B) Smaller industrial uses. C) Attractions for the 'common folk'. Tom Glenn spit is becoming too gentrified. What about people who don't earn over \$50,000?
- 3) Maybe a 'fisherman's market'. Perhaps entice the Farmer's Market to move down to the waterfront.
- 4) Seattle/Vancouver have differing foci. There are multiple "draws" for the public from ferry boats (transportation) to restaurants to attractions.

Tom Grinstad, port tenant

**RE: Idea for Industrial Development boost**

**September 5, 2003**

Industrial development is possible on the GP site and adjacent lands including the Cornwall site OR the proposed Cherry Point terminal, OR the cement plant dock. In order for Bellingham to be able to compete in the marine cargo industry, they need to create a niche. One niche that may anger some, but would create \$24 - \$30/hour jobs with benefits is to allow non-union labor on the waterfront to work in the automobile bulk marine cargo industry. Bellingham would be the first city to do this kind of thing with non-union, but it would create a market for Bellingham that it could never hope to have access to otherwise.

It's a competitive world and this would be Bellingham's competitive edge. With globalization, jobs of this nature are simply going away. It's better to keep the jobs here than to have no job at all or have to move away and/or retrain. These non-union workers wouldn't make as much as longshoreman, but there would be other tangible benefits that are appealing and convincing. These workers would have a decent wage doing what they want to do - being a part of a working waterfront. It would allow them to live and work in the same place rather than traveling long distances to their jobs like many longshoreman do. They would have health care benefits which is something many people desire out of a job.

Here's what would happen. Shippers would use Bellingham as opposed to other ports to the north and south. The Railroad would transport the cars north and south. Bellingham's proximity to the border, to two large shipping ports (Seattle and Tacoma), and to auto makers in Asia could create a healthy job base. By working non-union the 5% - 15% that is saved would be the incentive for the auto shippers to use Bellingham over other ports. This is a clean marine cargo industry. It would require working with the railroad and creating a secure place for the cars to be unloaded and stacked until they are shipped out by rail. This is a bold move that would pay dividends in the future.

Hylas Twiford

**RE: Odor pollution**

**August 26, 2003**

I am a new resident (6 weeks) and want to say this is the most charming town I've ever been in and the first I'd consider buying a house in. One thing I have not heard addressed is the "odor pollution." There is, I believe from one of the waterfront industries, an odor emitted daily (usually early in the morning) not unlike decomposing rot or a sewer. You can smell this all over the downtown area. We had a like odor in Fresno, CA in the fall as the Gallo Winery left the residue from the wine press lying in the open to decompose. Please consider odors in your overall plan for the waterfront. Thanks.

Sharon Stevens

**RE: Make access and signage wheelchair friendly**

**August 26, 2003**

Make everything and everywhere wheelchair friendly, i.e. parking, paths, bathrooms, the height of the information boards.

Anonymous (From presentation Patricia made at the Museum)

**RE: Concern about proposed building on Port property at 10<sup>th</sup> and Douglas**

**August 25, 2003** (phone conversation)

He's very concerned about the building proposed in Fairhaven near the Uniflite Building at 10<sup>th</sup> and Douglas. He suspects that this business incubator looks like it's designed to convert to condos. He feels the developer should invite the WFG to be involved since this is the litmus test for the waterfront in Fairhaven. He learned that Dave Christensen is intimately involved. He asked... if Dave Christensen did the marketing charette and now he's linked up with Al Jensen

and Ken Hertz in West Sun, LLC, why aren't they applying the principles that were defined in the waterfront charette?

He feels that this building will be a non-conforming use before it's ever finished. 135 car parking, 260 foot long building, 4 stories, right up against the railroad. He did an assessment of the 9 buildings facing the waterfront from Chrysalis to the Cruise Terminal as listed below.

Average of height and length:

Median height – 38 feet

Median length - 147 feet long

Longest building - 250 feet

Shortest building – Ferry Terminal 96 feet

Chrysalis – 210 feet

The West Sun proposal is 264 long and 51 feet tall – way over the median #'s. The Sun West building project in Fairhaven could be a mini planning demonstration project. The current design doesn't increase access, doesn't take into account the site, blocks the view, doesn't fit in architecturally with neighbors. He'd like to see the design elements of the Reid Machinery Building, Chrysalis and Ferry Terminal generate an architectural vernacular for the rest of the area. The Sun West building doesn't match these elements.

Couldn't the Butler Building (Uniflite?) be the business incubator at \$31a sf? – He talked to Bob Morse about their fiberglass exhaust pipe business. In that building there are two floors of offices and a balcony looking out on the site that's to be developed - perfect for the business incubator. He also talked to Reid Boilerworks secretary who still wishes a marina could be built in Fairhaven Harbor.

Suggestion for design cues... Take a look at the heritage of the Pacific Alaska Cannery - interview people (oral history) that worked there. Use this design idea in the creation of something authentic in Fairhaven. He mentioned that this was the largest cannery on the Pacific Coast...

He'd like to see follow up on Craig Cole's idea in getting an implementation structure established now (suggested the name of Waterfront Action Team w/ chair being someone like Stew Thomas of Bellingham Cold Storage– retired, working waterfront related issues). Bob Morse could be involved too... The stakeholders are the third leg of this process. He'd like to see this group (affiliated with WFG) called the Waterfront Action Team composed of property owners and other stakeholders.

He feels that someone should be carrying on a conversation with Bob Reid and explore a way to get this property owner involved. The city owns a piece next to his building. It would be great if Reid could be approached about preserving the building - it's been there since 1915. It would be a shame to tear it down. The preservation of this historic building would be a gift to Fairhaven.

Fairhaven's culture is a day to day working interaction with the water and one of enduring historical character. It's not exactly a place to get away (Like the Bellwether), but a place to go to with daily rhythms set by the railroad, the ferry, the working waterfront and small homegrown businesses and daily meeting places. He'd like to meet with you soon. We concluded the conversation with his desire to volunteer for the WF process.

Ralph Thacker

## **RE: Improve commercial fleets; train from one end of harbor to the other**

**August 24, 2003**

Anything to improve economic conditions for commercial fleet. I think they are a public draw. Long-term: Astoria, Oregon is a cool place – very commercial friendly. They also have a train that runs from one end of town to the harbor.

Mike Grenhuit

**RE: Attract Bering Sea Pollack fleet  
August 24, 2003**

I was in the harbor master's office last week and couldn't help noticing the great photo of the Bellingham waterfront in the 1920's. What a busy place! Forestry is no longer king, but I think there is a good opportunity to attract business from the Bering Sea Pollock fleet both in shore and offshore. There is already a shipyard, deepwater port, cold storage, and with some augmentation, Bellingham could attract that fleet. It would be a shame to lose more commercial waterfront to high-end condos. I'm looking forward to the meeting on the 20<sup>th</sup> (WFG Fisheries and Seafood Industry guest forum)  
Sincerely, John Ploeger, Master, F/V Pacific Viking (Bering Sea Pollock).

**RE: Plan is to allow non-union wage jobs in some situations  
August 25, 2003**

I have thought about Whatcom Waterway and I think I have an idea that with some minds begin put together can be a valuable asset to our port and city bringing \$20 to \$30 per hour jobs to the area. Not just a few, but a lot, rather than the \$5-\$6 per hour. If you are interested in hearing my plan, then call me for an interview. I will be out of town during the week of your presentation (Fisheries and Seafood Industry).  
Hylas Twiford

**RE: Don't do like Everett.  
August 20, 2003**

I wanted to ask you about the general reception/reaction that the WFF Grp is giving to the Everett Waterfront presentation. I have to say that their presentation pretty much summed up my worst fears of what the WFF Group could propose for Bellingham. My objection is the massive condominium farm. Blocks and blocks of four story buildings with a narrow public pathway along the water.

Who chose to have Everett present as the one case study and why? Will other case studies be invited to present? Everett is not a desirable place before or after their waterfront redevelopment. Bellingham is an incredibly desirable place to be but would be less so with this type of development. We have space for industry, condos, a large park, retail, and other things. But there has to be a better way regardless of how much pressure you're feeling w/r/t Bellingham's impending growth, the Growth Management Act, etc. Please don't turn us into another Everett!  
Thanks for Listening, Rick Black

**RE: Height restrictions are needed in the Industrial Zone and CBD  
July 14, 2003**

Height restrictions are needed in the Industrial Zone and CBD. I'll use GP as my example in my reasoning, but there are probably other properties where these concerns are applicable.

Regardless of how much visioning is done for our waterfront, and how enthusiastic local property owners are to support the ideas developed through the WFG effort, we need height and perhaps other building restrictions in the Industrial and CBD to ensure that the vision can become a reality. The decisions on what will happen on the land owned by out-of-area property owners, like GP, will be made at their corporate headquarters. These property owners have little or no personal involvement in this community. The decisions will be made for maximum short-term financial return. The long-term effects on the city and people of Bellingham won't even be part of the equation. I urge you to support legislation that restricts maximum heights in those zoning areas which do not currently have any restrictions. Sincerely, Rod Burton, Art & Design

**RE: Industrial shops, buildings, railroads don't make the waterfront people friendly**  
**May 31, 2003**

Hi, my name is Dmitriy. I decided to write my opinion about Bellingham to you. I think Bellingham has not enough waterfront attractions. It makes Bellingham less attractive. Look for example, at the Californian waterfront cities, such as Monterrey, Santa-Barbara. They are even smaller than Bellingham but, there there is a lot of place where it is possible to take a walk along coast. Parks, aquariums, zoos, children's roundabouts. But in Bellingham there is only a lot of kind of waterfront industrial shops, buildings, railroads. Many people don't like Northwest area because of it. It would be great to do something to change it. You can make Bellingham more attractive. Thanks!

Dmitriy Merkulov

**RE: Access to the waterfront and safe utility infrastructure**  
**June 4, 2003**

Per your recent email request for neighborhood input regarding environmental planning and the waterfront planning (passed on to me by Richard Maneval) and per our conversation on Monday, please find below a quick note on some of the concerns I have regarding the waterfront that I hope future redevelopment can address and resolve:

There are neighborhood concerns that are concerns of a greater area than just the "Bay-side" neighborhoods. Access to water is of course one of them.

Another concern is the utility infrastructure of Bellingham. An industrial waterfront requires, among other things, an industrial utility infrastructure. This infrastructure has significant safety problems and is also a nuisance. The people of Bellingham find themselves living with the following problems:

1. Two large high-pressure gas lines that begin at Britton Gate and then later divide and, as three high-pressure lines, snake their way through the neighborhoods down to the waterfront. They pass right behind Northern Heights Elementary School (under the car junkyard) and cross the Mount Baker Highway behind Squalicum High School. They make their way to Squalicum Creek and separate at James Street.

There, one line goes under the freeway alongside of the creek, which it follows down to the waterfront, eventually rejoining the other line at Cornwall Ave. to serve both GP and the PSE power plant. This first line was laid in the early 1990s to help serve this power plant.

The other line goes south to Sunset Drive, crosses the freeway, goes down to Illinois Street to about 60 feet from Sunnyland School, then goes down Illinois Street to Broadway (in front of the Roeder home) and then along Connecticut Street through the Columbia neighborhood to the waterfront.

A third high-pressure line splits off the second one back at the corner of Illinois and Franklin streets. The third line goes down the middle of Franklin Street (passing Bellingham High School, Options High School and Explorations High School) to State Street, goes along State Street, then drops down to Cornwall Avenue and the waterfront industrial complex.

Besides the danger of using the westside neighborhoods as utility corridors for heavy industry, the risks are greatly increased by the practice of using these lines to service the homes, schools and businesses along the lines. The gas in the lines connecting these locations is not stepped down from the high-pressure until it reaches the users' meters. The main line is buried 6 feet down, but the access lines in the front yards of these users are less than 1 foot underground. So when a backhoe dug up a gas line in a yard at the corner of Connecticut and Elizabeth streets (during the city's sewer line replacement project a couple of years ago) and yanked on it, the line separated at the main line, blew a crater out, deposited the earth across the street on the roof of a two-story house and the line spewed gas for four hours.

2. A power plant located on the waterfront requires fuel lines and also an electric grid to service the plant.

3. An electric grid on the west side of the freeway laces the westside neighborhoods with high kV power lines, one of which is dead. Again, neighborhoods on the west side of Bellingham are used as utility corridors to service this industrial area.

So if the use of waterfront area is to move away from heavy industry (including power generation), can the utility system be redesigned to minimize both its use of neighborhoods as corridors and also to minimize the danger this use brings to any area?

In the last several years there have been several neighborhood meetings regarding the above concerns called by and attended by the Columbia, Cornwall, Letter Streets and Sunnyland neighborhood associations. The newly formed Association of Bellingham Neighborhoods (an organization of our city's neighborhood associations) will be taking up this and other issues regarding the waterfront.

Best regards, John McGarrity (From the City of Bellingham's website comment form)

### **RE: Permit Streamlining**

**June 2, 2003**

By the way...I also thought I should mention another interesting aspect of all of this you should be pursuing... Permit Streamlining related. DOE is trying to be a "user friendly" place these days. Sue Mauermann is heading up this effort. The concept is supposed to be across the board looking at a variety of DOE permit related issues. There are a HOST of them related to anything you all might do. So you might want to get in touch with her. What made me think of this was the series of questions that came up last Friday after Eric's presentation about how to get through the processes in some sort of coordinated effort. It made me think of what DOE is proposing for state level coordination

I'd love to share with you more about what I've learned and who is doing what. I'm on the APA (Planning Association) Legislative Committee so I've been INTIMATELY involved in all the Permit Streamlining debates and issues (SMA etc.) over the years. I also worked with the Sno. County EDC on a permit streamlining task force last year and that was how I ran into what Sue was doing with DOE.

Eric [Tofsrud] was TERRIFIC. I work with him often because of all the port work that I do. He gave a wonderful overview for the Committee to put it all into context. My only concern though (as a Planner) was he didn't connect it to GMA planning by the City. But then again, his perspective is that of Ports, and I usually have to walk a balance between Ports and Cities! Thanks for letting me come and listen. These meetings are really wonderful. - Nicole Faghin,

### **RE: Use of the GP Lagoon**

**May 28, 2003**

I attended the Waterfront Futures meeting last Friday to learn about the project. It seems that a great amount of progress has been made in just a relatively few years. I'm sorry I didn't have a chance to speak with you after the meeting - I did chat for a bit with Lucy McInerney and earned a bit more about the environmental issues related to the waterfront redevelopment.

I thought I would pass along to you an observation I made in my discussion with Lucy concerning the use of the GP lagoon for disposal of contaminated sediments. If I understand correctly, the original estimate of the volume of sediments that would be excavated from the Whatcom waterway (800 cu yds) was about equivalent to the volume of the lagoon, but a newly revised estimate is only about one-half as large. Lucy indicated that the new volume estimate was made by looking more carefully at the sediment core data and drawing transects through the sample locations. There are a variety of techniques for interpolating across spatial data and they all carry some measure of uncertainty. Drawing straight-line transects through data points to

estimate the volume of sediments that might need to be excavated could have a relatively large error (high or low). I would suggest, if the volume of sediment is an important factor in the planning process, that it might be wise to have the data analyst employ some geostatistical tools to generate a range of estimates of sediment volume exceeding the cleanup threshold. Such an approach can render both a "best estimate" of the volume as well a measure of the approximate upper and lower bounds.

I'm mentioning this because Lucy noted to me that she felt that the sediment volume number was being "latched on to" even though it may still be tentative. I also had a sense that the perception was generally that the 800 cu yds estimate was obsolete and the new number of 400 cu yds was

reliable. My experience has been that in removal of soil or sediment over a large area to create a clean surface it is rather difficult to generate useable up-front estimates of how much material will be removed.

Hope this feedback on the topic of sediment is useful to you. I gathered from my discussion with Lucy that the technical support services for this project are all in place, which makes sense as it's been underway for some time now. When I passed along to you some project briefs for Neptune and Company last week I was under the impression that the project was in an early, getting-started phase. I would still enjoy participating in some unofficial way as a Bellingham resident.

Good luck with this task and best wishes. Ralph Perona

### **RE: Waterfront mixed-use and people places**

**May 19, 2003**

I am a city of Bellingham resident. I love Bellingham and want to see Bellingham remain small but prosper. I wrote a letter to the Bellingham Herald and wanted to inform the council of the ideas and hopes I have for the waterfront.

Many cities that have waterfront potential are very successful economically. It is sad that many people lost their jobs at GP. But just as many if not many more jobs could be created. I picture the waterfront with a boardwalk. Along the boardwalk a homemade ice cream parlor. Next to that a cute and funky shop. An art gallery that boasts the talents of local artists. Lots of other shops including antique stores, import shops, flower shops, shops with creative and imaginative style. A fancy restaurant and smaller cafes. All of these with the view of the bay and islands. Imagine getting an ice cream cone with your family and walking out to the park area where a local band plays music. The waterfront could start with one ice cream parlor and one shop and grow from there. It is important to keep the existing parks for people to fly kites and have picnics as well so that there is something for everyone. Bellingham and the surrounding areas could profit from out of towners visiting while still enjoying the waterfront themselves. I say keep it simple and elegant with the class Bellingham is known for.

Koetje Jeanne

### **RE: Seaplane Terminal**

**April 30, 2003**

I'm writing this email to officially suggest that the Waterfront Futures Group consider a commercial seaplane terminal as the waterfront is redeveloped. I'm not sure if this letter is needed following our discussion on Monday, but as we discussed, something in writing (even an email) never hurts.

I believe a seaplane terminal would offer several advantages to the Bellingham waterfront. These include offering our local population a great vacation or travel service to several Northwest destinations and the potential of bringing tourists from other areas to Bellingham. Other

benefits include the addition of a small number of local jobs and an increased business tax base. Personally, I think the best thing about bringing them to Bellingham Bay would be the life and energy they would bring to the waterfront. This includes bringing people to the waterfront to use their services and the more general activity of watching the seaplanes land and take off. This would greatly complement the climate of a "living" waterfront.

There are at least three seaplane companies operating in Northwest Washington: Kenmore Air ([www.kenmoreair.com](http://www.kenmoreair.com)), Northwest Seaplanes ([www.nwseaplanes.com](http://www.nwseaplanes.com)), and Seattle Seaplanes ([www.seattleseaplanes.com](http://www.seattleseaplanes.com)). The granddaddy of the seaplane business is Kenmore Air based in Kenmore, on the north end of Lake Washington. They operate beautiful and completely rebuilt

WWII vintage Beaver and Otter seaplanes and they offer flights to/from Seattle, the San Juan Islands, Victoria, Whidbey Island, the Gulf Islands and British Columbia's Inside Passage.  
Sincerely, Rick Black

### **RE: Talk to BC Ferries regarding a Car Ferry to Victoria**

**April 9, 2003**

There have been so many spectacular turnarounds [waterfronts], large and small. Jack London Square in Oakland (yes Oakland) CA is one remarkably rehabilitated waterfront that's sometimes overlooked.

I have two comments of a long term pie-in-the-sky nature I'll use this opportunity to throw in.

1) What about making overtures to BC Ferries to run a once-a-day or something car ferry from our cruise terminal to Swartz Bay (Victoria)? This would be a hot ticket, and a great benefit to everyone I think.

2) Taking a long term (but not up-to-date) view of the G-P situation, the optimal configuration would be to move the tissue operation across the waterway so it's contiguous with the warehouse (or vice-versa). I'm sure this has been considered, and may not be feasible now, but plans should perhaps take into account that some day it may be a viable move. George Dyson

### **RE: Provide for off-leash dog areas**

**April 7, 2003**

I would like to make a response to the Friday, February 21, 2003, item in the Bellingham Herald asking for ideas for the future use of the waterfront. I have been checking your website to see if any proposals have been posted, but so far nothing has.

I have been trying to think of what and how to say what I think about the waterfront areas without having my ideas only reflect my own personal wants and needs. Unfortunately I have been unable to be that altruistic, so I will just tell you what I value and what I would like to see stay as it is.

I moved to Bellingham 29 years ago this month and in that time I have seen the beautiful small town atmosphere slowly change. We now have traffic and rude drivers, urban sprawl, more people in the parks, restaurants, shopping, movie theaters, and public events who are far more self centered and rude than in the past, a large increase in noticeable vandalism and crime, and an overall decrease in the safe small town feeling Bellingham used to have. We have had some improvements also. We can see the beginnings of a more diverse population, an improvement in racial bias, improved social and cultural opportunities, an increase in varied restaurant and shopping choices; it is no longer necessary to drive to Seattle or Vancouver for these opportunities. We still have few jobs and an employer base who pays the lowest wages and benefits they can get away with - some things are slow to change. Overall, Bellingham is still a wonderful place to live. Personally I wish it would not grow quite so fast.

When I moved to Whatcom County, one of the most wonderful parts of being here was being able to walk the trails by lakes and beaches with my dog and allow her to have off leash

time to run, play and socialize. I put a great deal of time and effort into training my dogs and learning what makes them healthy, happy, and well socialized. With the changes that have come about over the years, there are many places I no longer take my dogs as they are either not welcome or the other dog owners we meet were so uptight and unfriendly I no longer wished to subject my dogs or myself to that kind of experience. I was once walking the trail around Lake Padden with two dogs healing perfectly at my knee on either side and my 13 year old dog trailing behind on the path perfectly. A park official told me I had to put her on a leash, even though it was clear no one was misbehaving and she would have had to be dragged along to keep up. That was the last time we went to Lake Padden for a dog walk. I have checked the Parks Department website for the areas where dogs can be off leash in Bellingham and Whatcom County. What I found was there are many parks and trails in the area that human beings can go to for recreation. We have only a few spots where dogs are allowed to go for their recreation. Dogs are social creatures. The more time they spend socializing with other dogs and with humans, the better behaved and socialized they become. Dogs need to have places where they can run, romp, and play off leash to obtain the exercise they require, just like all the humans need places to walk, run, bicycle, play sports, etc.

My background is one of having grown up on the beaches of Lake Michigan in Chicago and living for five years in Los Angeles with access to the beaches of Southern California. I am a person who finds walking on the beach (or by lakes) to be a major component of my mental and emotional health. My peace of mind, calmness, and stress reduction come from walking my dogs on the beach. Living in the Birchwood neighborhood provides me with access to the trails to Little Squalicum Park and the beach area from Mt. Baker Plywood past the Cement Plant.

My first choice would be that no changes be made to Little Squalicum and it remain exactly as it is. I am not even that wild about the recent changes that graveled the path and cut back the canopy of trees. Whatever changes do take place I ask that the entire Little Squalicum beach and trails remain off leash areas. The south side of town has the Post Point area and the north side of town needs Little Squalicum. My husband and I have had three dogs live to ripe old ages (14.5, 14.7, and 13.5) by walking those trails and having the enjoyment of romping and socializing on the beach. We are currently walking our 7.5 year old dog and training our 7 month old dog on the trails and beach. In fact, we have two other friends with dogs who meet with us weekly so that the three dogs who are all under a year old can meet and play and socialize at Little Squalicum. The three young dogs are socializing with each other and the other dogs they meet. They are getting to play and get their extensive energy out, and they are learning to mind well around other dogs and people. These are not qualities dogs can learn if they must always be on a leash. They can not even get the proper exercise they require when they are always at the end of a leash.

To counter any suggestion that dogs can be dangerous, yes, untrained, unsocialized dogs can be dangerous. They can bite, they can fight with other dogs, they can cause accidents if they are left to run loose. However, dogs don't break glass bottles all over and leave the broken glass around, they don't spray graffiti on everything in sight, they don't vandalize the educational signs put up by the city or county, they don't leave garbage on the trails and beaches and they don't carry guns and knives. I have seen all these things at Little Squalicum.

There are many of us who take care of Little Squalicum. There is a man I have encountered who once or twice a month picks up all the garbage he finds (cans, bottles, paper, etc.). Once or twice a month I take a bucket with me and pick up all the dog poop I find (not just my own dogs). Other people pick up the broken glass. Most of the people who go to Little Squalicum like it just as it is.

I would urge, as you make your plans, to make the fancy tourist attracting places from the Harbor area south and utilize the already developed sites (closed fish processing plants, GP

closed areas, etc.). Rumor has it the Mayor would like to have the pier at Little Squalicum developed. I could live with that if the trails and beach were left as off leash dog areas and not developed. If other posh areas are needed, put them near Citizen's Dock and the marina areas where there are already buildings and spots people can enjoy. Please leave Little Squalicum to the resident citizens and the dogs.

Christine G. Sutton

**RE: Arts community in Bellingham**

**April 2003**

Tara Hardesty recommended I contact you. Pam Morrison here, a Bellingham Arts Commissioner. Sean Walbeck and I organizing a Theater/Dance summit to gather local producers/doers of the two art forms to share information and resources, exchange concerns, and just network. We want to provide them with some updates on long-term development in the City. This is where you come in...is there anything about the Waterfront plans that we may want to know about? I noticed there were a couple Public Scoping Sessions in early March and I assume the Waterfront Futures group meets on a regular basis. Is there any information you could pass my way? Thank you much - Pam Morrison

**RE: Showing off industrial processes could be educational**

**March 25, 2003**

Here's a web address for the picture of what I believe to be Georgia Pacific's old chipper blade. Could be reused as a sculpture? Correct location for my photo is

<http://www.theslowlane.com/bhaminfo/millblade.html>

Here is a slightly more compressed version of my suggestions.

Existing industries should be seen as enhancements to a visitor friendly waterfront; rather than obstacles. I love touring power plants when I travel. Old pulp mill site is boxed in by industrial uses on 3 sides. The paper mill, power plant, and port facilities could be encouraged to have windows and develop interpretive signs. These facilities are located along access routes to possible residential, recreational, or what ever new use may come to the pulp mill site. Showing off industrial processes could be educational and interesting to visitors. Tillamook Cheese factory, on Oregon coast, is a tourist attraction. I think GP's log chipper blade sits, neglected, in a recycling yard on West Holly St. It could be saved and used as a historic sculpture? Robert Ashworth

**RE: Include cultural group rep on WFG**

**February 21st, 2003**

As requested the following is a proposal for a cultural group to be included in the proposed Waterfront Futures Group. After reading the article in the Bellingham Business Journal, I noticed that no real cultural activities were listed. I would appreciate the opportunity of presenting my proposal and then sitting with your group and responding to any further questions you might have.

**RE: Off leash dog areas**

**March 21, 2003**

As dog owners, we have learned to appreciate the advantages of living in Bellingham with the excellent off-leash areas available to us. We would like to see this tradition continue with consideration given to expanding the off-leash area concept to include the shoreline between Little Squalicum Beach and the south side. Thank you for placing this on your agenda.

Robert & Elizabeth Daniels

**RE: Promote waterfront w/housing;no tourist attractions; involve youth in plan process  
March 21, 2003**

I saw w/ much interest in today's paper your call for public input. I'd like to call your attention to a planning process I took part in in Atlanta that the Midtown Alliance used as a means of visioning Atlanta's Midtown area - the visual preference survey. See [www.nelessen.org/framea.htm](http://www.nelessen.org/framea.htm) for more information. I believe this process would have great applicability. WWU students could be involved in gathering the data necessary to drive the process.

As a recent arrival in Bellingham (we live in Birch Bay, Point Whitehorn actually), my overriding concern is that the Bellingham waterfront NOT be transformed into a Baltimore Harborplace - "city as theme park" waterfront restoration. Rather False Creek-Granville Island seems more appropriate. You and the city fathers are building a vibrant downtown. With a waterfront that emphasizes housing, and not touristic attractions (stores with goods that often no one really needs—we can go to Fairhaven for that!), residents will be able to walk to their shopping, restaurants, cultural amenities, and to work.

Also please consciously involve our youth and other interested citizens in the planning process in a participatory way. Sponsor tours to go up to Vancouver and tour False Creek. Hand out snap shot cameras and have students/citizens take pictures of the waterfront, and provide the advisory group with their ideas in visual format. Hold design contests.... I look forward to seeing the fruits of the City's labors as a long-term resident to come. Sincerely, Alan Friedlob, Birch Bay

**RE: Only a few opportunities to rebuild a whole harbor; Make most of this opportunity.  
February 27, 2003**

Haven't put my thoughts into action for some time. Greenways got my attention, and now your program also very meaningful to the city, and the region.

First, there are only a few opportunities, to rebuild a whole harbor. Usually private interests move in with relative small parcels and create very high priced housing, often blocking access all together. I lived on the East Coast for my first 26 years, and now I go back for a visit annually. Have experience in the coast from the Canadian Maritimes to the Northern Connecticut shore.

Please, before primary conclusions are reached take one or two members of group and visit the East Coast and visit the following harbors.

Halifax Harbor, Nova Scotia (surprising for this area with little funds)

Lunenburg and Mahone Bay, Massachusetts

Salem, Gloucester, and Woods Hole, Connecticut

Newport and Mystic, Rhode Island

All of these are still working harbors, where the revenue has and is still dropping. Each has a museum that focuses on the past. Some have hotels as part of the place they **all have B and B's mostly in old homes** that relate to the historic past, and a restaurant or two with the same strong theme. All also have a couple of old ships that relate to the past, some the ships a quite new, but old in style. All are working ports.

None are the same but all have similar features. The locals will give you stats and raw data on tourist flow. Despite its reputation there are only a few poorly developed ports in Maine. Make the most of this opportunity. Fred Lewis

**RE: Promote access to waterfront and sandy beaches  
February 21, 2003**

We are not citizens of Bellingham just visitors. Our son's family lives there and we have grandchildren - so we are frequent visitors. We enjoy the waterfront as it makes us homesick

(both my husband and I are Europeans having lived most of our lives on either the North Sea or the Baltic). When in Bellingham, we love taking walks along the Bellingham Bay together with our grandchildren, we love getting close to the water, digging in the sand and looking for all kinds of shells, we love watching for harbor seals (we saw a spotted seal just after Christmas) and sea gulls swallowing starfish, we like the touch tank and the new octopus - so please keep the board walks and side walks and hope you will enlarge the walking areas so that we can continue to enjoy walking there with our grandchildren. ... Just thought you should know what visitors to Bellingham enjoy doing while they are there! ...

Rosemarie and Jan de Ruiter, Waterloo, IA

**Mason Adair**

**February 21, 2003**

In reference to the article in the Herald today, I have a handful (2-3) of proposals I would be interested in submitting as whitepapers, but I would like to get the specific requirements for submissions such as timing, length, submission process etc.

I would appreciate if you could e-mail me any information you have such as maps showing boundaries of what is meant by "the waterfront" as well as any other information that would help me scope my proposals. Additionally, a history of previous proposals would help improve the relevance of my recommendations.

Best Regards, Mason Adair Bellingham, WA

**RE: Ensure waterfront trails provide good access to public transportation**

**February 24, 2003**

I have a few preliminary questions:

How can the design and layout of the development, street and trail network be established to provide good access to public transportation? This assumes that in the future individuals will work and live in the waterfront / downtown area and use the transit system as a means of in-town travel or to outlying travel destinations (Fairhaven, WWU, Bellis Fair/Cordata, Barkley).

What type of amenities (bus stops, shelters, customer information, etc) are needed to encourage ridership and establish visible and attractive points of access to WTA service.

Secondly, can local neighborhood or building bus pass systems be encouraged (similar to the approach used in Boulder).

WTA is understating a strategic plan, which includes a 20 year element). It will be important to merge the developing needs of the waterfront and downtown area into this planning process.

WTA is excited about the waterfront planning efforts and looks forward to working with you and other project staff.

Rick Gordon, Director of Service Development, Whatcom Transportation Authority

**RE: Provide the public images of what other good waterfronts look like**

**February 26, 2003**

I plan on attending one of the public input sessions for the Waterfront Futures Project, and am wondering about the format of the sessions. To maximize the value and meaningfulness of these events, I believe citizens, including myself, would greatly benefit from an introductory presentation with slides and descriptions of example waterfronts from around the country and perhaps the world. Without this kind of brief education, I expect the input you will receive from the public will lack depth and be less useful than it could be. I know that I will have more to contribute if my imagination is first fueled by examples that already exist. I hope this is a planned part of these sessions, and if not, please consider adding this component.

Paula Gilmour

**RE: Provide service organizations with a way to make matching contributions to waterfront efforts**

February 23, 2003

I am responding to the Herald article asking for thoughts on the waterfront. Gene and I have the following suggestions and concepts to offer:

1. Include an environmental awareness center that captures the vision of what the Pacific Northwest once was, and what it can become once again - in a manner that can be understood by, and will be motivating to, all ages.
2. Must not become a commercial enterprise of fast food eateries, trinkets and sweatshirts - We should not use tax dollars to subsidize low wages.

We encourage matching funds programs with the industries that have profited from the destruction of the environment and the waterfront - specifically, the local refineries, Alcoa, Georgia Pacific, and the construction and forestry industries. The waterfront project should provide an opportunity to all the local service organizations, including Rotary, to combine efforts for input and matching volunteer labor to corporate funds. Hopefully, this project will not be implemented with only taxpayer dollars and nothing from local business. This is a wonderful opportunity to make a lasting improvement and hopefully, an environmental statement for our community. Peg Larson

**RE: Promote a marina in Fairhaven, public floating walkway, maritime museum and aquarium**

**March 1, 2003**

Thanks for the opportunity to have a say about the waterfront plan or concepts. I listed a number of things on note pads along with some comments that I wrote on one of the 11x17 maps that were handed out. On the map I noted a suggestion of a marina in Fairhaven, behind a public floating walkway. I also suggested a maritime museum and an aquarium. In thinking more about that suggestion a world class Aquarium located on the GP site might be better, closer to down town, and a tourist draw to a major area.

An aquarium in this area could use both freshwater from the GP untreated water line, and salt water from Bellingham Bay. This would be a much better location. I'm thinking of something like what they have in Newport, Oregon, as it relates to the Aquarium idea.

When you are ready to call for technical consultants please try to remember to let me know. I might attempt to put together a team of people that I think would be world experts to consult. Thanks again for your efforts on behalf of our community.

Larry Halgren

**RE: Embrace historical context, build community, encourage diversity, and provide access etc.**

**March 3, 2003**

Here are some of my thoughts regarding the Bellingham waterfront planning.  
Bellingham Waterfront Ideas Craig MacConnell

- Collectively define success
- Acknowledge and embrace historical context of sites and locations. Reuse buildings and other infrastructure where possible
- Maintain human scale. Avoid dominating human activity
- Use development to help build community. Provide spaces and reasons to congregate and interact regularly. Incorporate community centers (not necessarily a building)
- Encourage human diversity – age, living arrangements, socioeconomic and cultural demographics

- Design for mixed use and various housing types
- Protect and enhance access to sunlight, views, greenery, and wildlife
- Foster creativity and sustainability in design, construction, and maintenance
- Maximize pedestrian scale access and activity, minimize and manage vehicular impacts
- Provide excitement, safety, and belonging
- Seek out involvement from youth and young adults – its their future
- Learn from other efforts, such as <http://www.whistlerfuture.com/index.htm>
- Continue to emphasize involvement and communication. Use multiple processes for access. Consistently evaluate for participation, engagement and ownership
- Make it attractive (profitable) for investment
- Use process as a vehicle to learn from each other

Craig McFarland

## **RE: Provide for a waterfront recreational option like Bocce ball courts**

**March 4, 2003**

Waterfront sports options are a huge draw in most every city in our country. Go anywhere along the California coast where there is public access and you will find people playing, running, resting as close to the water as they can get. Come up through Oregon along the coast and note again all of the recreational options near the water. Hit Long Beach, Washington along the Puget Sound route... These are not football fields and sports arenas. They are simply places to play along the water's edge. People are drawn to water. In Seattle, they have tried to take advantage of it along Elliot Bay, at Gas works Park, and at Green Lake. Here in Bellingham there is a great push towards protecting the things which make us want to live here. Things like community, the environment, affordable activities, water...

Recreation takes on many forms depending on things like age of the population...College town, or retirement community. Perhaps as in the case of Bellingham – both! We pride ourselves on the international interests and population of our community. I would like to propose that Bocce be considered in whatever recreational package we look at. Bocce is an international game that can be played by people of all ages and abilities. It is played in the Handicapped Olympics and there is a great push to add it to the list of competitions in the Summer Olympic Games. Bocce is the fastest growing activity in America and the fastest growing age group picking up the sport is between 50 and 70 years old. I recently attended a tournament in Auburn, Washington where the team that won the whole deal was made up of 2 boys and 2 girls ages 11 to 15. Most of the players were over 50. Everyone had fun!

Three bocce courts can be built in the space of one tennis court for less money. 24 people could play simultaneously in the same space that 4 would need for tennis. One of the main ingredients in a good bocce court is sea shells. We have lots of those. Park lawn requires water and fertilization. The City should do its part to reduce water usage. Three bocce courts would take up approximately 3000 square feet that wouldn't have to be watered. A bocce court made from shells doesn't require fertilizer, a good thing close to the water.

I don't need two pages to promote this idea. Bocce is a great concept for Bellingham's future. Look at Monterey, California where they put three in near Fisherman's Wharf. Also take a look at Martinez, California where they put in 20 courts along the riverfront in their downtown. There are lots of sites on the internet written by various private or public entities about how and why they raised funds to make bocce a part of their Planning Departments agenda.

Bocce is Europe's answer to golf which requires athleticism as well as expensive equipment and lots of money. Name another game that has been around for 7000 years. Please consider that I would be honored to be a member of any committee interested in pursuing this further.

Tom McNutt

**RE: Everett's waterfront**

**March 5, 2003**

I saw this article (Seattle Times) on the Everett waterfront project this morning and thought of the Waterfront Futures Group.

**Condos, offices, retail planned for Port of Everett Waterfront**

By Jane Hodges, Times Snohomish County bureau

The Port of Everett has unveiled a preliminary plan with Chicago-based developer Maritime Trust to build condominiums, offices and retail space on its North Marina site. The Port also is negotiating with Canadian importer Oppenheimer Group, which plans in May to start using the Port's cold-storage warehouses to store apples.

For years, Port officials have discussed redevelopment plans for the 65-acre North Marina site on Marine View Drive between 10th and 16th streets. Commissioners are evaluating terms of a "pre-development" agreement for the \$200 million project and will discuss them Tuesday. If all goes as planned, construction of 600 luxury condominiums, restaurants and retail space, and an expanded marina would start in early 2005. A hotel and office space could be added. "The Port will have a say every step of the way," said Port of Everett Executive Director John Mohr. Under the pending agreement, Mohr said, the Port and Maritime Trust would divide development duties as follows:

- The Port would develop the site's roads, sidewalks, public spaces and water and sewage lines.
- The Port would build a marina with 170 slips for recreational boats up to 80 feet long.
- Maritime Trust would invest \$10 million to develop the property. It would buy six to eight acres of land and apply for permits for the residential and commercial development.
- The Port and Maritime Trust expect to earn 7 percent on their investments until the development is paid for, then will split profits.

The Port chose to work with Maritime Trust, Mohr said, partly because of the developer's progress restoring Chicago's North Pier Project site. The company converted a waterfront area adjacent to a historic former Navy pier into a mixed-use site with apartments and retail stores. The Port also is finalizing a contract with Oppenheimer Group, a Vancouver, B.C. based importer that had worked with the Port of Seattle to import apples from New Zealand.

The Port of Seattle closed its cold-storage warehouses in September. Everett's chilled-storage facility doubles as general warehouse space. It was used most recently for storage by Northrop Grumman employees who restored the naval destroyer USS Shoup at the Port last fall. "We had to look at all the options available," said Robert Marshall-Johns, director of operations and quality control for Oppenheimer. Oppenheimer chose the Port of Everett over Bellingham, Tacoma and Olympia because of its proximity to Interstate 5, Marshall-Johns said. The company would bring seven or eight ships between May and August, he said. Marshall-Johns declined to disclose financial details of the pending contract, but said Oppenheimer planned to use the Port of Everett and Port of Los Angeles to deliver produce more quickly. Rather than unload an entire ship at one port, where apples could sit in cold storage for up to six weeks, Oppenheimer will unload part in Everett and part in Los Angeles and move apples into stores within four weeks. George Mundell, CIMA, ICS Morgan Stanley

**RE: Attract NOAA to Bellingham**

**March 7, 2003**

Thank You for hosting the Scoping Session last night (March 5). It was encouraging to witness the open exchange of ideas in a positive manner.

I would like to comment on the report we read recently of the possibility of NOAA's research vessels relocating from their Pacific Marine Center in Seattle. As a former NOAA employee (Electronic Technician both at PMC and aboard ships) this really perked my interest. What a wonderful idea! These ships are not deep-draft vessels, so they're easy in-and-out, they're clean and impeccably maintained and look sharp. Not only are the jobs relatively high-wage, but the high-tech nature of NOAA's work makes for a clean & environmentally-friendly activity. And it should go without saying, what a boost they would be to local suppliers and marine repair businesses.

Mr. Mischaikov was not present last night, but please convey thanks for leading this effort. People down at PMC tell me their lease negotiations for that Lake Union property are either underway or about to be. There's much more to this than first meets the eye, of course, and I don't know what overtures have been made, but someone high up on the food chain down there needs to be brought up here for the Grand Tour. Compared to their overcrowded condition down there, this would be a breath of fresh air for them. For some nice photos & info of NOAA ships, look at: [www.pmc.noaa.gov](http://www.pmc.noaa.gov). They have detailed info on each of them, pictures, specs, project info, etc. Another comment regarding the port: re the shipping terminal, we've got to keep it as a shipping terminal because once it's gone, it's gone!  
Thank You all for your efforts in serving on the Group.  
Mike Holl

**RE: Include Off leash dog areas**  
**March 10, 2003**

I am writing to you in your official capacity! I am writing on behalf of the Grateful Dogs Off-Leash Association to offer our requests to include areas for people and their dogs in the shoreline plan. We would like to see trails, and small parks interspersed with businesses, with proper lighting and easy access for ageing and disabled people. We would like to see included in the plan access to the shore for people and dogs and a fenced area just for dogs to play in a safely contained area and their owners to socialize. Some issues we see with other off-leash areas in the city all don't have easy access for aging and disabled and all aren't conducive to people feeling safe. There are dog parks in California that have all the above elements as well as parks in Eugene, OR that have fenced off-leash areas designated in most of the city parks. We are currently working with city parks for areas, but since the shoreline all along BHam will be developed, we thought off-leash areas can be included.

I don't know how many dogs are in BHam, but I do know that the number will increase as our population grows, so we need to plan for future needs now. Please let me know if this email is enough or should I make our request in letter form to your office. Thanks, Anara

**RE: Lettered Streets: keep them walkable and bikable**  
**March 13, 2003**

Subject: Waterfront Plan/Scoping List/Parks Board via Joan Casey

I am wearing a few hats while I am responding to this. As a parks board member, I am thrilled with the list\* so far, because with these exciting new waterfront plans, I certainly want to continue with sound ecological decisions.

As a long time Lettered Streets Resident, and one who loves my neighborhood, I am excited, and am putting most of my focus as a resident, and Vice-Chair of my neighborhood association. Though politically sidetracked in the last few years, I am refocusing. We have many new board members, and most of us are concerned with any proposal of more than 3 stories in our neighborhood. There are many residents I have recently communicated with who share this concern. We don't see how this is in human scale, and how it fits in with a walkable and bikable

neighborhood. We are currently working with the planning dept, on the rezone upgrade in areas 10 and 10a in our neighborhood.

Please add me to any mailing list regarding the waterfront area. I will pass on information to the Lettered Streets Board, and I am sure you will be seeing more involvement from our residents, as the new Chair, Barry Buchanan, and myself both want to reopen the great communication we had just a few years ago among Lettered Streets residents. Thanks for your consideration.

\* (The list Judy is referring to is the current RE Sources idea list, which, of course has not been endorsed by the WFG - yet! It was circulated to a couple of boards, so they could add or embellish, etc. I will be sending a letter containing "the list" today or tomorrow, as part of the scoping comments.

Talk to you soon! – Wendy) Judy M Buchanan

**RE: Consider strategically placed sculptures reflecting the natural amenities of Bellingham**  
March 14, 2003

This is a follow-up letter pursuant to our conversation of March 13. We are a second-year transplant from the Minneapolis area and are struck by the unique qualities of Bellingham -- the fresh air being most remarkable.

I am interested in providing input toward the upcoming waterfront project from the perspective of a professional artist with 48 years of experience. Following are areas about which I have interest and concern.

The synthesis of the existing downtown with the new waterfront, which can be accomplished in many ways beginning with compatible architecture creating walkways and roadways that visibly and geographically link the two areas. This can also be strengthened using strategically placed sculptures reflecting the natural amenities of Bellingham. The liberal use of air doors capitalize on the renowned fresh air of Bellingham and invite inside-outside activity and movement between downtown and waterfront activities and services.

Anne and Mike Mikkelsen

**RE: In support of a Granville Island/Pike Place type of open air market**  
March 17, 2003

My name is Marlene Riviere and unfortunately I have been unable to make it to any of your scheduled meetings in regard to the future of the waterfront. I wanted to propose the idea of a Granville Island/Pike Place type of open air market. I spent many years at Granville Island market, as both a merchant and a patron and I think this is what Bellingham NEEDS. A place such as this would benefit everyone in the community. Farmers, artists, craftspeople and restaraunteers would have a fabulous venue with the low overhead needed to survive as such. Musicians, jugglers and other performance artists could perhaps eek out a living as well. We the community would have a place to go, rain or shine where we could take the whole family for a day of food, art and fun down by the water. Tourists would come to such a place to experience the true flavour of the Bellingham community at work. We could be proud of such a market. It could be designed in a beautiful and natural way to fit in with the soon to be beautified waterfront. I realize we already have the Saturday Farmers Market and it is a wonderful place, but take that down to the waterfront, increase the vendors to 10 times or more, have it open 5-7 days/week and place it undercover and you will have created a wonderful thing! I really hope you will consider what I think to be a way to bring the community together in a creative way. Thank you for listening.

P.S. If you like this idea I have plenty more for the downtown area!

Marlene Riviere

**RE: Whatcom Creek Waterfront Action Program, Old Town, and waterfront project  
March 17, 2003**

I am writing this public comment on behalf of the Old Town Business Association. We would like the Waterfront Futures Group to take into consideration the work of the Whatcom Creek Waterfront Action Program. This group spent countless hours creating this document, and as a result, many projects outlined have been accomplished, most notably the amphitheater/hill climb and overlook at Maritime Heritage Park. We feel the future vision for this part of Old Town offers some of the most complete visioning for the waterfront so far. We would like to see the Waterfront Futures Group use this vision as a starting point, much in the way Bellingham started in Old Town and grew outward.

Some important visions not yet realized in the WCWAP are public access to Whatcom Creek via city owed land on the North and South sides next to Roeder Avenue. We would like to see enhanced access points made a priority as well as the removal of the sewer line under Roeder Avenue. With the loss of Citizen's Dock, came the loss of a great opportunity for public access to the water.

We understand WCWAP has been included as a one page summary in the information the Waterfront Futures Group will be reviewing. We would ask that it be pointed out as a starting point for this new visioning and planning process.

Thank you for the opportunity and foresightedness for public comment in this planning process.

Dean Fearing, Manager, The RE Store, Pres. Old Town Business Association