

Open House Comments May 8, 2004 and May 12, 2004

Just for grins I searched for the following key words for use in this document:

- 'Access' mentioned 53 times
- 'Railroad' mentioned 27 times
- 'Building heights' mentioned 10 times
- 'Boat(s)' mentioned 33 times
 - boats such as kayaks, rowboats, non-motorized and small boats mentioned 37 times
- 'Marina' mentioned 11 times
- 'Public' mentioned 30 times
- 'Trail(s)' mentioned 36 times
- 'Parks' mentioned 5 times
- 'Places' and 'spaces' mentioned 44 times
- 'Add', 'increase', 'expand' words used 27 times
- 'Waterfront' and 'shoreline' used 73 times
- 'Mixed use' mentioned 6 times
- "Beach(es)" mentioned 18 times
- 'Walkway' and 'boardwalk' mentioned 22 times
- 'Parking' mentioned 28 times

Reinforce the Inherent qualities of each place on the waterfront

- The buildings in front of the Bellwether Hotel are ugly and look like prison buildings because they are so tall and grey and blocky. The hotel is a great asset and I like it very much. My friends wonder if they were intentionally built to look like warehouses or a penitentiary. These are not just my thoughts, but friends who have visited my home and seen those buildings and thought them ugly. There should be restrictions that include the roof height and lofty rooflines. The marina and Anthony's don't bother me as they aren't too tall and beautifully designed. The everyday person who drives by cannot see beyond the buildings that cluster all together and hide the beautiful hotel which was built first. The grey color is the color of concrete and ugly for our beautiful waterfront. They should paint the buildings, plant around them and put awnings on them. I don't mind that the hotel was taller because it is pretty and has charm and shape. The tower is obscured and that view should have been preserved.
- Absolutely, our ties to the past make our waterfront and community a complex, diverse mosaic.
- I strongly support this perspective. I find a walk past an industry as an interesting addition to a green trail walk. Balance is key. Unfortunately, the long blank walls of the Encogen corridor are not what we should do. Being able to see inside those buildings would improve the public interest.
- Begin the long-term lobby to move rail to I-5 corridor.
- Near downtown move the mission it concerns us to allow out children down F-Street to the Bay with loitering men about.
- Mixed use Bay downtown area – beach like English Bay in Vancouver?
- Boardwalk and restaurants, grottos like in Eureka, CA.
- Without lots of tall buildings to block 'near' upland views from above looking towards the water.
- Performance venue for dance (participatory) – must have wood floor – preferably springy. A stage is desirable. 4000- 6000 sf with a kitchen, coatroom, and reception area. Other Groups are looking for such a place. Several more using 4th Corner event. ?
- The goals are excellent. However, care must be taken not to destroy the qualities of life that we are trying to celebrate. For example, do not build a wall of high rise apartments and office buildings along the shoreline which will form a visual and physical barrier to the inland community. Also surface parking needs to be very limited. It would be crazy to pave over vast areas of valuable irreplaceable shoreline real estate. Thought should be given to providing public, inland parking with access to the waterfront by walking a free shuttle transit system.
- Prevent sprawl. Set design standards for style and height.
- Accommodate cars – perhaps below bluff parking with trolley (or jitney) near Bay front.
- No more pavement
- No more Bellwether style development.
- Be careful to preserve the funky and peculiar character and feel of old Bellingham in the process of gentrification.
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Restore Land and Water

- A wonderful idea.
- I strongly support this statement and yet urge moderation when balancing environmental improvements versus structural improvements. Example – allow boardwalk through eelgrass areas, but use building materials that let light through.
- The ground under the old chip pad and the ground water under the million gallon tanks is full of mercury. Lake Auho is under the south end of the old chip pad. Any questions. Call me...
- Pressure G-P and government entities to take action – a lawsuit? No more stalling.
- Move industry out – close G-P.
- I see this as rerouting the RR.
- Determine what the marine habitat in the Bay was in the 1850's before Bellingham was founded. Identify what can be done to reestablish/restore the marine life in the Bay to what it was at that time.
- Include doing something about the siltation from the Nooksack when it rains.
- Keep/enhance public access to shoreline and restore natural ecosystem processes along shoreline near shore marine environment.
- Cleanup of the waterways is desperately needed.
- Many thanks for the “Restore the health of the Land and water” aspect that you have included.

Improve Waterfront Access

- Several people talked about being able to touch the water. In all of your pictures in your vision handout, there is no such place provided.
- The objective of this should be non-motorized, pedestrian and hand carried watercraft because there is almost no access of this type in the city center area.
- Make sure this addresses pedestrian, bikes and small boat craft.
- Strongly support. The current waterfront access areas at Boulevard Park, Squalicum Point, and Ferry Terminal are all well used by many ages and abilities. We will benefit from maintaining and greatly expanding these opportunities as we grow.
- Use underground parking. Cost will diminish quickly as value of the land increases.
- Bike trails, keep roadways away.
- Design in cafés, beaches, and grass.
- Do this especially for paddle craft and small sailboats.
- Don't block "near" upland views with tall buildings.
- My concern is moving the Mission to another location that is more restorative for the men and creates more safety and security for our neighborhood and community.
- Preserve RR corridor for future RR passenger commuter use.
- Have numerous launch sites for kayaks and other small watercraft. Increase access from the bluff tops to the water's edge.
- The RR severely constrains and restricts access to the shoreline. Do innovative, out of the box thinking as to how to best mitigate the conflicts.
- Put a tram along the waterfront to connect the waterfront areas.
- Make space for people to hang out and enjoy outdoors, living areas and eating areas and generally comfortable place – a shared place of community.
- Again, we need a large sprung wood floor multi-purpose hall. What better place than on the waterfront. Thanks for your hard work.
- Buildings 10-15 stories high are out of the question for Bellingham. Build no walls of buildings to block views.
- We will have difficulty of developing with the BN RR between the community and the water. What's happened to the idea of moving or rerouting the RR? Look at the study of the RR inland corridor in the Puget Sound Area for their future plans.
- Cars and parking lots are realities. Centrally locate shuttles/busses and then connect them from there to the waterfront.
- Improve access for hand carried boats at the small beach just east of the plywood plant. Improve the walkway at the narrow section of the sidewalk along Roeder between the Harbor Center Building and the entrance to the marina to the west so it is more aesthetic and pedestrian friendly.
- We need safe, designated RR crossings.
- Paved walkway for walking biking, rollerblading on and around the whole area on the waterside.
- A park/central gathering area (amphitheatre) outdoors for events.
- Is there consensus in the group that there should be a certain ratio of parks and access to people?

Promote a Healthy and Dynamic Waterfront Economy

- This means different things to different people. G-P felt they were healthy and dynamic. Not many others thought so.
- Strongly support. Two minor concerns: 1) Prevent tawdry areas from developing as sometimes happens with too many shops geared only towards tourists. 2) Beware premature migration of commercial “energy” from downtown core to the waterfront. As a building owner downtown, we want gradual improvement not a mass movement that leaves downtown hurting again.
- Dredge bay near Padden Lagoon.
- Whatcom County and the City of B’ham are currently in the EIS stage for the Urban Growth area. How much input to/from that activity has your group had?
- The waterfront should not be industrial. It should be for people to enjoy and live by.
- The Western expansion would be ok if only +/- 25%.
- Look into developing a wooden boatbuilding school.
- Do this, but still make it pedestrian friendly.
- I love the idea of having small commercial businesses with housing above – so we create a vital community where people live and work.
- Yes, but not at the expense of traditional uses and recreational values.
- Keep the waterfront developed in the ways that don’t cut off the adjacent areas. There are residences in place. Keep heights down – no tall buildings ala San Francisco and Cancun.
- Keep BN! It’s an important transportation, commercial and historical element.
- What about WWU? Are they talking classrooms? Buildings? On the waterfront? There is one concern I have about traffic in South Hill.
- What specifically would you like Western to do? Oceanography? Business community We’ve been general up to this point. The Funicular could be interesting. I’m not interested in hardened parking lot at Cornwall though.
- A WWU presence could also be maintained for public access. Does the U have an urban planning class that could research this more?
- Every inch of waterfront is so valuable; why not consider underground parking? Consider the parking options near Co-Gen which could use a bit of beautifying along the stark walls.
- A market with shops and restaurants overlooking the water (like Pike’s Place).
- I’d would like to see possibly a hotel.
- Some condos ok.

Overall comments:

- Make sure planning and codes are adopted to avoid development in conflict with the Plan.
- The details of this aren't as big a concern for me, because I see some very competent leaders managing the bigger picture. I am proud of what has been done so far and I am excited to see what will develop for our future!
- The poem at the intro is excellent – it creates a sense of the place without immediately launching into the plans.
- Thanks for the hard work and commitment to a future for Bellingham that focuses on the Quality of life for all of us!
- When the WFG work is complete, what will guide the developers?
- What's going on at the Cornwall Ave. landfill area recently?
- Will the waterways be maintained?
- Can you extend this type of thinking/planning to Whatcom County as a whole along the waterfront?
- 1) Let local government buy up all the development rights 2) get local government control over all waterfront access 3) Lease out, under strictly controlled conditions and for specified times to private parties for development of the lands acquired while maintaining public access.
- How much of the project area is in public ownership vs. private ownership?
- The group should consider the Whatcom County connections and extend areas of the study to the County as well. Is the County doing any integration with these ideas of the group?
- Interest in the ownership patterns – have that map at the next Open House.
- The following comment doesn't necessarily apply to any category of this comment page, but I must make it now. Early in the plan finalization, there was a discussion in WFG to do something “Big and showy” to start the process so people will know it is real. The answer was a ‘big sculpture’. I and many others who have comment for months on this process and expressed our urgent desire for natural water access, would be incensed and appalled if the first project was NOT a new water access, but some token artificial structure that symbolizes the natural environment we want to experience first hand. I hope the WFG focuses on one of the prime natural areas to restore and make that the initial project that shows the public that waterfront redevelopment is happening.
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Little Squalicum:

- This is a fantastic area that is currently underutilized residentially, recreationally, and industrially. (Cement Plants as an example). The energy that is swirling at Bellingham Technical College should definitely be considered in the plan to bring new high tech industry to the Cement Plant. Foment tied between technical education and this new industry.
- The Cement Plant – Is Industrial campus the best use/ I think research and development (software, industrial design, and manufacturing) campus would be a better description. Appropriate light industry and manufacturing but not heavy industry. Mixed use is best.
- Extend the bicycle and walking paths near the shore through all areas.
- Trails, beach access and restoration.
- Include a boat launch.
- Control very high trees – alders – that block upland views. Replace with lower evergreen shrubs etc.
- Enforce the laws – fires are a great danger here to the uplands. The prevailing winds carry campfire smoke into houses on Eldridge.
- Provide some specific points of departure to the Lummi Nation including the Nooksack and Tilbury Cement Plant property. Make a note to begin initial conversations with the ? north of the Blaine harbor town and B.C.
- Make the land south of the Plywood Plant open to the public.
- The mouth of Little Squalicum and Squalicum creeks are good areas for ecotourism and recreational/commercial uses.
- Make Tilbury Plant a park with access to the beach – it is a tremendous viewpoint for the bay, islands, city.
- Keep Little Squalicum natural. Ditto. No asphalt!
- Control the vegetation height to not block views from uplands.
- I love how natural and undeveloped this area is. What an excellent opportunity for wetland/salmon/etc. conservation activities and education!
- Retain and increase existing areas of natural ecosystem and shoreline.
- Clean up Squalicum Beach so it is a pleasing place to walk. Remove the Cement plant remains from the Cliffside. Build another beach access connector from marine Drive (towards the NW end of the planning area)
- Expand BTC
- Increase beach access
- Add a small boat launch.

Squalicum:

- Make the Broadway extension over the RR tracks vehicular as well as pedestrian to make the Mt. Baker Highway truly a Ski to Sea highway.
- Mouth of Little Squalicum and Squalicum creeks good areas for eco-tourism/recreational uses.
- Retain and increase existing natural ecosystem and shoreline.
- Be careful to preserve the funky and peculiar character and feel of old Bellingham in the process of gentrification.
- This plan may not be ambitious enough toward Larabee and Lummi Reservation. They should be included.
- Little Squalicum /Cement Plant – Is industrial campus the best use? I think an R and D campus would be a better description. Appropriate light industry and manufacturing, but not heavy industry. Mixed use is best.
- Implement consultant recommendation for the COB to formally request a reroute of BNSF immediately.
- Keep BN!!! It's an important transportation, commercial, and historical element.
- Keep enhancing public access to shoreline and restore natural ecosystem processes along the shoreline and near shore marine environment.
- The poem at the intro is excellent! It creates a sense of place – without immediately launching into the plans.
- This area has great potential. The city did a great job of cleaning up the beer bottles and needles. Now it's a dumping ground for all the dogs. It's not a place to take kids to play in the sand.
- The aerial photos show how much good has been accomplished by the Port of Bellingham. I am curious whether the office space at Bellwether has been successful from a market standpoint.
- Broadway overlook has pedestrian connection over the RR tracks to the waterfront. Since Broadway acts as an internal, vehicular beltline, and is an extension of the Mt. Baker Highway, the waterfront connection over the tracks should be vehicular as well. It would then truly be a 'Ski to Sea' highway.
- Currently way too much pavement.
- Improve the WCC and the BTC in the overall plan for the area.
- Is the Squalicum area use set or is it flexible?
- Easier access to the beach.
- RR makes it problematic for the public to cross to the beaches. Talk to Chartwell Estates (752-9804)
- Make the Broadway extension over the RR tracks vehicular.

City Center

- Aquarium or publicly accessible marine research facility at foot of Cornwall.
- Funicular is a great idea for the hill up to WWU.
- Parking lid over the BNSF RR tracks is a good idea.
- Boat basin in ex-treatment lagoon is good use, with greenway trail perimeter and small parks.
- WWU impacts: concerned about any impacts to the South Hill neighborhoods as a result of what WWU might do- particularly with regard to traffic and parking. If Pine Street becomes a route to WWU facilities on the waterfront, I would not want increased traffic on Garden Street or a parking garage on the upper end (or a parking lot) The “tram” idea is interesting and could be very popular for students, other citizens, and tourists. Done right it could be a great asset. Would have to consider traffic and potential noise impacts. P.S. Check out the Pittsburgh “incline” and the Whistler gondolas.
- I agree to the parking garage comment above.
- Several people talked about the image seen by the boat entering the harbor. Then your handout encourages dry stack boat storage. That is the wrong type of image to attract anyone except boaters.
- Construct access for kayaks, canoes, rowboats from Creek to Bay.
- Several people talked about the image seen by a boat entering the harbor. Then your handout encourages dry stack boat storage. That is the wrong type of image to attract anyone except boaters.
- Why is the boundary line on E St. not including the parking lot at 1608 E Street at Courtyard Studios? Is there interest in promoting home ownership in the area (i.e. Courtyard Studios as condos?)
- Very interested in the concept of having part of WWU campus at the waterfront and hope the connecting element is visionary. We need to help WWU get their students out of cars. Support the parking garage concept at foot of Cornwall but only if multi-use.
- Close G-P and force a cleanup.
- Move the Mission out – create a safe atmosphere.
- More bike access and beaches.
- Use G-P waterline from Lake Whatcom to generate electricity to produce hydrogen.
- NOT Fairhaven.
- Add a fishing pier, boardwalk.
- Homeless shelter and low income housing.
- It is important to do the access to the whole waterfront and the City and the G-P property in a way that water-dependent uses don't get crowded out. We don't need to LaConnerize our waterfront.
- Parking at Cornwall as lid over the RR tracks good idea.
- Boat Basin in ex treatment lagoon is good use, with greenway trail perimeter and small parks.
- Use core with manufacturing!
- WWU impacts – concerned about any impacts to the S Hill neighborhoods as a result of what WWU might do particularly with regard to traffic and parking. If Pine Street becomes a route to WWU facilities on the waterfront, I would not want increased traffic on Garden Street or a parking garage on the upper end (or parking lot the tram

City Center continued...

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- Construct access for kayaks, canoes, row boats from the creek to the Bay
- Add an inexpensive water taxi.
- Please consider some flat, very smooth paved trails for skating – separate but parallel to walking trails. There are very few flat areas that offer the potential of the waterfront.
- Kayak access, totems!
- Preserve/renovate old train station – tie old station to new/old developments for public/retail/recreation.
- (I second this!)
- B'ham needs a large community hall – bigger than Bloedel-Donovan, bigger than Fairhaven Library. A hall with wood floors, for multipurpose use – dancing, receptions, functions, How about preserving an old G-P building? I would love to be on any committee for the creation of such a hall. We need it! (Marcia Robey)
- ASB should not be another parking lot for boats which are rarely used – it should be a public park – which will be used by many more people. Alternatively, a storm runoff estuary with trails – see Arcata, CA
- We need trails to and around the log storage pond continuing north to Holly Street where we will have docks on either side of the waterway and connections on up Whatcom Creek.
- Cornwall Ave. landfill should be a public park now and the beach at either end (south and north) made a bit friendlier for small boats.
- A trail from Boulevard Park to Cornwall Landfill Park would be fantastic.
- Please no waterfront malls. Include housing for homeless, low-income housing, boardwalks, fishing pier.
- Continuous greenbelt – south to north. Rig around the Bay – all development 1 block away! Look at Cairns, Queensland, Australia. Fantastic! (Allison's comment: I've been there; it's quite a tourist mecca with development on other side of street which rings the waterfront/pedestrian access.)
- Priority for Roeder sidewalk and ped-friendly development between Squalicum Harbor and Whatcom Museum.
- Support an aquarium or publicly accessible marine research facility at the foot of Cornwall.
- Reroute BNSF outside COB.
-

South Hill/Boulevard Park

- Over water pedestrian connection (Taylor dock walkway like) between Boulevard and the foot of Cornwall green area. Allow waterfront foot traffic from Fairhaven to city Greenways trails.
- Priority for Roeder sidewalk and ped-friendly development between Squalicum and Harbor and the Whatcom Museum.
- I'd love to see a sea-walk for bikes and pedestrians linking all of Bellingham where the railroad track is. We need to send BNSG some statistics that convince them it's more economical to be away from the waterfront.
- Democratically organized community center – after all it is a public project and the Life (children, adults, students, organizations) need a place and space that is open to work and organize in – out of the weather.
- Important consideration of not only ped walkways and open spaces but how to preserve and enhance natural areas of open spaces. And have the development that will also occur. Pockets of development surrounded by natural, park, open spaces would be ideal. With public walkways in a contiguous form along the waterfront. Also to be very aware of public access problems when occurs in highly developed portions. Access become wind tunnels or very unattractive hard surface spaces. (See areas along river in Portland, along downtown Seattle waterfront – Lake Union in Seattle) Somehow the human scale and the natural environment is lost in these developments.
- Is the Squalicum area use SET in stone?
- Describe the use of condos – how many and where?
- Waterfront railroad – how will it change?
- Strongly support your proposals to link Fairhaven, South Hill, City Center, and Squalicum with over water walkways. This might be the first thing that gets done because it will open up so much property to view that is currently restricted as private property.
- Better link to city center – ferry service sounds good.
- Expand waterfront access trails and boardwalk. Add small boat access and a fishing pier.
- Over water pedestrian connection (Taylor Dock walkway like) between N. Blvd. Park and foot of Cornwall Green area. Allow waterfront foot traffic from Fairhaven to city Greenways trails.
- I'd love to see a sea-walk for bikes and pedestrians linking all of B'ham where the railroad track is. We need to send BN some statistics that convince them it's more economical to be away from the waterfront.
- Funicular is a great idea for the hill up to WWU.

South Hill/Boulevard continued...

- Demographically organized community center – after all it is a public project and life need a place and space that is open to work and organize in –out of the weather.
- Reroute BN outside of COAB.
- Put in water spray Kids Park at Boulevard Park.
- This is Bellingham; it's too cold for this on the water.
- Yes, over water boardwalk to Cornwall landfill, north to city. South to Taylor Ave. Dock.
- Important consideration of not only ped walkways and open spaces but how to preserve and enhance natural areas as open spaces. And have the development that will also occur. Pockets of development surrounded by natural, park, open spaces would be ideal with public walkways in a contiguous forma long the waterfront. Also to be very aware of public access problems when occurs in highly developed portions. Access becomes wind tunnels, or very unattractive hard surface spaces. See areas along the river in Portland and along downtown Seattle at Lake Union) somehow the human scaled and natural environment is lost in these developments. Many thanks for the restore the health of land and water aspect that you have included.
- Over water trails are a great way to provide public access. Besides physical access, visual access is important. Plan should include view corridors, height limits, vegetation control. People should not be allowed to plant solid walls of trees that block the view of their neighbors. Trails should include areas for crabbing and fishing.
- Open walking trail on Clarks Point.
- A trail along the beach from the Larrabee Trail end past Port point, continuing south would be great.
- Hurray for small boat access@
- What about fishing piers?
- Parking at Boulevard Park takes up 1/3 of the space there. We should move that parking away from the waterfront and encourage shuttles and other modes of transport.
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Fairhaven

- Reroute BNSF outside of COB.
- Think carefully about development in area below Fairhaven. Has there been a meeting of the minds about where access should go? What about Harris Ave.? Building height could spoil the mixed-use areas in the Uniflite area.
- Concern that Fairhaven will begin to look like LaConner and Downtown Seattle. This is not my preferred vision for Fairhaven.
- No walls of buildings to block views of the water.
- What about WWU? – are they talking classrooms? Buildings? How many? Concern about traffic on South Hill.
- Question from a man in the audience who works at Western – What specifically would you like WWU to do? Do you want a certain department down there? You’ve been pretty general on this.
- The funicular could be interesting as long as there aren’t hardened parking lots on Cornwall to support it.
- Does the WWU have an urban planning class that could look at this WWU expansion?
- Every inch of waterfront is so valuable. What about underground parking as a solution to not paving over large parts of the waterfront?
- I like the idea of a parking garage over the switching area at Cornwall and a t CoGen.
- A double use parking would be good.
- Reroute BNSF.
- What is line to be developed in Fairhaven? What is the nature of the development in Fairhaven?
- Between the community and the water, what happened to the idea of moving the RR? This person suggested we look at the study of the RR inland corridor in Puget Sound area.
- Cars and parking lots are a reality. Centrally locate them with shuttles and busses to move people to the waterfront.
- When the work of the WFG is complete, what will guide the work of the developers?
- What’s going on at Cornwall landfill?
- Will the waterways be maintained?
- We should consider using the waterline that goes to G-P as retrofitted for hydrogen fuel. Look to what Vancouver BC is doing.
- Need a marina here and NOT at GP lagoon. Also increase waterfront access.
- Division between South Hill and Fairhaven placed at Douglas? This should be south of Knox Avenue; otherwise you are extending commercial/industrial to Douglas along the waterfront. This is contrary to the already established neighborhood boundaries.
- Again, all stone embankment shown. (meaning?)
- Better access through the boat building areas would be nice. The “no trespassing” area between Reid Boiler works and the Fairhaven boat launch needs to be opened up to the public. Legal access first, improvements could come later.
- Fairhaven needs a marina and much more public water access.

Fairhaven continued...

- Fairhaven is being developed at a runaway pace, excepting on Port property. Real care needs to be taken not to overdo the small store – condos – rowhouse development so as to keep the area basically marine and fish waterfront boat works and not let the developers crowd out these kinds of activities. Fairhaven as it is today is more than enough of that kind of development.
- How much of the project area is in public ownership vs. private ownership?
- Reroute BN? Outside of COB.
- Need a marina here in Fairhaven and not at GP Lagoon. Also add waterfront access.
- Marina would ruin Fairhaven.
- Yes it would.
- I agree!
- Too much traffic with marinas.
- Fairhaven = small boats, quiet moorage.
- Encourage residential/commercial development west along Harris Ave. Avoid spreading Fairhaven business district into existing residential areas. Develop waterfront to attract growth towards it.
- Yes!
- We need trolley cars – real ones.
- Preserve wild areas for wildlife –herons, killdeer, salmon –etc. or build the means for their disappearance. In particular Padden Lagoon is a rich habitat. Leave it untouched.
- No more marinas in Fairhaven please! Better access to the beach in front of Uniflite.
- What is the timeline for developments in Fairhaven? What is the nature of the development in Fairhaven?
- Think carefully about development in the area below Fairhaven. There is a meeting of the minds especially along Harris. Building heights could spoil mixed use area and the Uniflite area.
- The LaConner look and the Downtown Seattle look is not my preferred vision for Fairhaven.
- Division between South Hill and Fairhaven placed at Douglas? This should be south of Knox Ave. otherwise you are extending commercial /industrial to Douglas along the waterfront. This is contrary to the already established neighborhood boundaries.
- Leave Douglas residential. No commercial south of Harris!
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Chuckanut

- Continue Greenways waterways trail south. Water edge or over water connections from Taylor Dock to Marine Park at foot of Harris, then beyond to Chuckanut Bay with connection to Interurban Trail. YES!
- Work with BNSF to open up trestle across Chuckanut Bay to improve wave action and cleanse bay/reduce mud.
- Note that the Chuckanut Mountains are the westernmost extension of the Cascade Range!
- Improve small craft launch access at Chuckanut Bay
- Not really familiar with this area other than the dog park near the treatment plant. I don't know the public access points to the water. I like the way South Hill east/west streets all run down to the water. Not a high priority, railroad is a problem.
- Improve the trail connections.
- Improve trails.
- Add a small boat launch.
- Continue Greenways waterways trail south. Water edge or over water connection from Taylor Dock to Marine Park at foot of Harris then beyond to Chuckanut Bay with connection to Interurban Trail YES!
- Work with BN to open up trestle across Chuckanut Bay to improve wave action and cleanse bay /reduce mud.
- Yes. This will increase utility for kayaking as well.
- Ditto
- Note that the Chuckanut mountain area the westernmost extension of the Cascade range!
- More breaches in the trestle in Chuckanut Bay.
- Develop a tide pool for kids and education on bedrock just south of Marine Park where tide pools would be formed an allow exploration of marine animals and habitat.
- Chuckanut Bay could become a more widely known destination.
- Improve small craft launch/access at Chuckanut Bay
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Comments via e-mail:

- I just read your article in the Bellingham Herald about the future vision of the Bellingham Waterfront. As a homeowner on the hill above GP I am excited about the future of our waterfront! For so long I have felt that our waterfront encompassed so much untapped potential for our community. I found your article both informative and encouraging! One question that it brought up for me, however, is that of public access to Clark's Point. The rocky outcrop above the water is, in my opinion, one of the more beautiful and romantic spots to take in the water view and it has saddened me that it has been closed off by B&N. I'm sure details of the waterfront's future are still in formation and specifics may be impossible to give out, but can you tell me if the re-opening of that area to the public is being explored or considered? Thank you again for your efforts not only to improve our waterfront resources but also for communicating your efforts! Brian Bowker
- I'm concerned about the goal of 'developing' the waterfront. No one wants to have a Miami type waterfront of high rise buildings. Let's not even have an occasional high rise, please. If higher density is required to fulfill future needs, do it away from our precious waterfront. Building along the waterfront should be restricted to preserve the natural contours. Follow the natural contours. Do not fill in low spots. Do not build out over pilings. Restrict to one or two stories with roof height included. Many recently constructed buildings along the waterfront and in residential areas have been allowed to build higher by measuring from the highest spot in the lot and making lofty rooflines. This must be changed. Barbara Davidson, 806 17th St, Bellingham, WA 98225, 734-8782 B_Davidson33@Hotmail.com
- Bellingham's waterfront is a wonderful asset. Please be careful not to turn it into a liability. This prime property must pay property tax in order to help support the cost of maintaining public access. There is absolutely no reason to locate government on this valuable property. People must go to government, including WWU. It might make good sense for the Port of Bellingham, not the city, to purchase the G P property. But, the property should then be sold to private owners. I also encourage lots of private business, manufacturing, retail, apartments, condominiums as well as a public board walk. A good mixed use. Don't even think about building an aquarium. It is financially impossible and would be a huge burden on the entire community. It is our beauty that will bring people to beautiful Bellingham and the waterfront. Bellingham is famous for having visioning groups that do not consider the costs. Please consider the long term costs to any decision making. Thank you for doing a good job of encouraging public comment. Please don't forget common sense at to the costs of maintenance vs. revenues. Lynn Carpenter, Bellingham
- The proposed path from the Fairhaven Village Green to the water should connect with the proposed park between the Knox and Douglas rights of way. The abandoned Log Dump Dock should be rebuilt and reconnected for access to and from the water from the foot of the trail. A gated on-grade railroad crossing for pedestrians will be needed at the east end of the dock where the log trucks formerly crossed. This would give us a central gathering place on the Fairhaven shoreline strategically linked to both to the water and to shoreline and upland destinations. If the Lummi and/or the Nooksacks want to restore their presence on the Fairhaven shoreline, this would be a good place. In any case, the bluff should be exposed and native vegetation planted to restore the

site as possible to its original state. Create a kayak launch on the spit of land west of the RR tracks which was the approach to the Log Dump Dock. This could also serve as a canoe haul out if the Lummis choose. Place additional pick up moorings between the Log Dump and Taylor Ave. Docks to give visiting boaters ready access to the shore way and the Fairhaven Village Green. Ralph Thacker

- Restore our land and water and improve waterfront access are wonderful ideas.
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