

3/28/13

## Planning Commission Members

I appreciate the opportunity to comment on the proposed Waterfront Neighborhood draft planning documents.

- 1) I have to agree that the maps provided online are inadequate in detail and description, and do not allow citizens to fairly evaluate their impact or the effects of proposed development.
- 2) Specifically it is not clear why the large section of Whatcom Creek waterway in front of the extended Commercial Street is unchanged through Phase 5 – is the City or Port envisioning large vessels continuing to tie up here in front of the main view corridor to the Bay? What is the purpose and rationale for not rehabilitating estuarine habitat along the entire length of Whatcom Creek through the Log Pond, with public multi-use trail and greenspace all along that shoreline?
- 3) Will the new neighborhood blocks be designed with alleys similar to the existing downtown? The document suggests alleys only in blocks over 240 feet in length. These function well for service vehicle (garbage, recycling, merchandise deliveries, etc) – such services will need to be performed in the new neighborhood, but neither the maps or text detail how this will occur. If alleys are not planned, how will access be provided? Have staff contacted stakeholders to discuss this while streets and infrastructure are being designed? It sounds like in smaller blocks there may be many conflicts across public sidewalks and traffic congestion as trucks compete for limited curb space.
- 4) While the economic sustainability of a new marina for primarily large yachts is increasingly in question, I also wonder if we the citizens and taxpayers would not be better off using the ASB for the purpose it was designed, namely waste water treatment? Stormwater is a major impact on Bellingham Bay, and it is unlikely that new development will be able to 100% mitigate its impact. Instead of requiring very expensive underground treatment of stormwater, which could dramatically increase the development costs in this new neighborhood we want to flourish, could use of the ASB actually help hold down development costs, and encourage more investment where we want it? **The Planning Commission should require presentation of at least ONE Design Alternative that does not include the new marina. Nothing here is sacrosanct – the use of all public properties should be up for community discussion.**
- 5) At present the only “trail” connection from the area to the south is a long walk on concrete sidewalk on Cornwall Avenue. This is not in keeping with other trail sections throughout the community, and should be redesigned.
- 6) Off leash dog areas should include access to the Bay. It is impractical and nonsensical to expect all dogs to forever stay out of the water, when they and their owners so clearly enjoy this activity. With all due respect for habitat and wildlife, this is an urban center where thousands of citizens own pets who love to play in the water – please include sufficient area conveniently located at more than one spot along the Bay for this activity.

Thank you for your deliberations, and encourage you to challenge the various jurisdictions to defend their proposals against the Comp Plan and other guiding documents.

Sincerely,

Rodd Pemble 

2915 Cedarwood

Bellingham, WA 98225

Comments to the Planning Commission  
Regarding the Proposed Waterfront Redevelopment Subarea Plan  
March 28 2013

My name is Matt Petryni. I am a Campaign Organizer for RE Sources for Sustainable Communities, a local conservation group. Thank you for the opportunity to comment tonight. I'll try to keep it brief, as we've submitted more detailed comments in writing.

We believe in a TRANSPARENT AND INVITING PROCESS.

We are concerned based on turnout that the public is not being sufficiently involved in this process. **If the plan is not adequately responsive to public input, it won't have the support it needs to acquire necessary funding, avoid political obstacles, and attract the interest of private investors.**

**This could be solved with more complete maps and more options for alternatives. Please consider holding smaller meetings in the neighborhoods, or expanding the area of notice to the entire city.**

We support HEALTHY FISHERIES AND PEOPLE.

A complete environmental restoration ensures safe and healthy public use of the site.

Additionally, the creation of shoreline habitats at the site are important investments in our fishing industry and the ecosystems that support it. **Washington's seafood industry is number 4 in the nation, it employs 67,000 people. Providing habitat for salmon and other species is critical to the continued viability of this economic engine.**

**For that reason, please avoid interim cleanups and aquatic disposals at the site. Clarify how industrial activities will not disturb capped sediments, and consider removing existing structures where they disrupt shorelines, such as the GP wharf.**

**We stand for FAMILY WAGE JOBS.**

First, we hope that the Port and the City will take a good hard look at the potential impact of added train traffic to the waterfront redevelopment plan. We are concerned new traffic could discourage development, or block the ability of industrial activities to feasibly and competitively access markets for their supplies and products.

The project is a costly public investment with the potential to create over 6000 living wage jobs, so **we need to be ready to determine whether this project is in fact compatible with others proposed for the region, and be clear with the public what some of the trade-offs might be.**

Finally, our organization is standing in solidarity with our brothers and sisters of the labor movement to advocate for rewarding, living wage jobs on the waterfront. We support the goal of making the waterfront a living wage zone.

**Futurewise will offer more on this, but we hope the commission and City and Port staff will look into options for securing family wage employment opportunities at the site. The Port, as developer, should commit to local union hires first, and explore community benefits agreements or other policies that demonstrate they take workers' welfare seriously.** The plan should include a focus on finding tenants that respect the right of their workers to organize and bargain collectively, to fair compensation, and affordable health care.

**I'd like to thank you again for all of the work the City and Port have done to this point. We believe we a lot of great opportunities for the future of the waterfront, and look forward to helping ensure the plan delivers on them.**

Judith Akins  
2174 E Birch St  
Bellingham, WA 98229  
704-608-4079  
March 28, 2014

## Waterfront Development Plan 2014

I want to thank the <sup>Commission</sup> ~~Council~~ for allowing this time for public input and also thanks to all those who worked on this extensive plan. When I am in the downtown area and by the waterfront I now can start to imagine what a beautiful addition this is going to be to Bellingham.

After hearing the presentation on the Waterfront Development Plan presented to the <sup>Commission</sup> ~~Council~~ on March 14 and reading through several reports I do have some questions that I feel should be addressed.

Primarily this plan as far as I can see does not address sea level changes that is part of climate change happening around the world. We do need to look at where the water level will be when we are planning waterfront parks, piers, and walkways. I have noticed that Boulevard Park has a flooding problem on the north end of the park during the highest tides. Will we need higher sea walls or do we need to build further back on higher ground which leaves some of acreage underwater.

I love the waterfront and spend hours walking down there but I do want to feel environmentally safe. The toxicity of this sight concerns me. It is my understanding that the log pond area, where it is proposed to build a walkway around, contains mercury and other highly toxic elements. I for one do not want to walk there or sit on park benches and enjoy the scenery while there is toxic sludge brewing behind me. As I understand the walkway is in the first phase of development while the log pond itself is in the final phase.

While we are on cleanup of toxins, I am very concerned about what I have read about what is under the white plastic and this area will be the park that will connect to the trail to Boulevard Park. This area is slated for intertim clean up. I believe interim clean ups should not be used on any of this development and I am asking that all areas that will be used for parks and residential development be fully disclosed to the public with no toxic waste.

Lastly there should be no aquatic disposal sites without a full community discussion and review. The proposal to place contaminated sediments into the ASB and then open the ASB as a marina makes no sense to me.

This will make an even more desirable Bellingham, a place to live and work where we can breathe clean air, and enjoy a fresh clean waterfront .

To the City of Bellingham Planning Commission:

I support the following labor standards for promoting jobs that will contribute to the economic and social well being of the City of Bellingham:

Living wage jobs

- The Bellingham waterfront shall become a living wage zone
- A living wage is based on Fair Market Rent for a two-bedroom apartment (with no more than 30% of one's income spent on housing).
- The living wage shall be indexed to the Consumer Price Index.

Affordable health care

- Employers shall provide affordable health care to employees while supporting state and federal initiatives to provide universal health care independent of employment.

There will be a preference for local hires.

All workers shall have free-speech rights on the job.

These are minimal standards and will not contravene negotiated labor settlements.

Belle Shalom

*Belle Shalom  
816 20<sup>th</sup> 201  
Bellingham  
98225*

Testimony - Planning Commission  
March 28, 2013  
Bellingham

My name is Jim Kyle, I am a commercial fisherman, and I'm representing the Commercial Fisherman's Association of Whatcom County, which has about 300 members. During the last five difficult years commercial fishing has been a rare source of economic strength to our local economy. If we lose the Working Waterfront, we will lose both the family wage jobs you've heard so much about and commercial fishing jobs. Bellingham still has what many coastal cities have already sold away: a real Working Waterfront that remains an economic engine.

The Marine Trades Area is wisely set aside in the SubArea Plan. The Marine Trades Area services the entire boating community, including recreational, charter, and fishing fleets. It includes welders, mechanics, shipyards, fiberglass, electrical, electronics, and others. Along with Squalicum Harbor this part of our waterfront is now the best place to moor and maintain a commercial boat on Puget Sound.

An earlier version of the Subarea plan was developed during the real estate boom and emphasized mixed use at the expense of the working waterfront. Developers were knocking at the door. Then the economy crashed and the developers went away. So the Plan evolved into the current version with more of a working waterfront emphasis.

But what will happen during the next boom? Developers will be back with their big money offers to the Port of Bellingham. And this plan is touted as being "flexible."

Let's tell them ahead of time that the Marine Trades Area and Squalicum harbor will not be for sale to the highest bidder. Tell them there will be no mixed use in those areas. Tell them that Bellingham does not need a Marina Del Rey where everything is beautiful and nothing happens. Tell them that Bellingham is a working town, not a bedroom town, and that working citizens of this county need our Working Waterfront to be preserved in perpetuity.

We understand that the Port owns the Marine Trades Area, and will make many decisions, both small and large, that will determine the future of our working waterfront. But you can take a stand. Review criterion #4 asks if the proposal is in the long-term interests of the community. The answer for Marine Trades Area is emphatically YES. Please recommend that the Marine Trades Area is rightfully included in the Plan now, and, in fact, should be permanently protected for that purpose alone.

Comments Regarding the Bellingham Waterfront Redevelopment Project  
March 28, 2013

Thank you for the opportunity to speak here this evening. I very much appreciate that and the amount of time the planning committee has spent developing this project.

I will be very brief. My concerns are:

1. I do not believe the redevelopment plan should go forward until the issue regarding the Gateway Pacific Terminal project is decided. How popular will the waterfront be if we have x (18-30)? trains running through it. The taxpayers money and all of our efforts will be wasted.
2. Also, the contamination that is the result of the Georgia Pacific plant must be completely cleaned up in accordance with strictest regulation.
3. The over the water walkway should not be built if it is to interfere with the habitat of marine mammals and birds.
4. The new site when finished should not compete with downtown businesses. I personally would like to see the downtown refurbished and the waterfront to be more of a park area with gardens of flowers, fountains, more on the order of Burtchart Gardens with buildings full of information about the San Juans, its marine life, whales, salmon, Bellingham's history, our native Americans, our wonderful national parks, mountains, birds, wildlife, Bellingham events etc.. This is our heritage and when the tourists come here as most certainly they will for Bellingham is a wonderful city, they will need to know about the land, our waters, and its people. This would also be advertising for this area.
5. Those who will build this waterfront must receive high wages for their work.
6. Boat businesses, fishermen and women must be an integral part of of the plan.

Again I thank you for this time to be able to express my concerns.

Mary Peete  
281 Sudden Valley Drive  
Bellingham, WA 98229

[minez33@hotmail.com](mailto:minez33@hotmail.com)  
(360) 977-5302

*Our values are very important.  
we must abide  
by them.*

# Memo



**To:** Bellingham Planning Commission

**Date:** March 28, 2013

**From:** Mark Buehrer, PE *MB*  
2020 ENGINEERING

**Re:** **The Waterfront District**  
• Review Comments

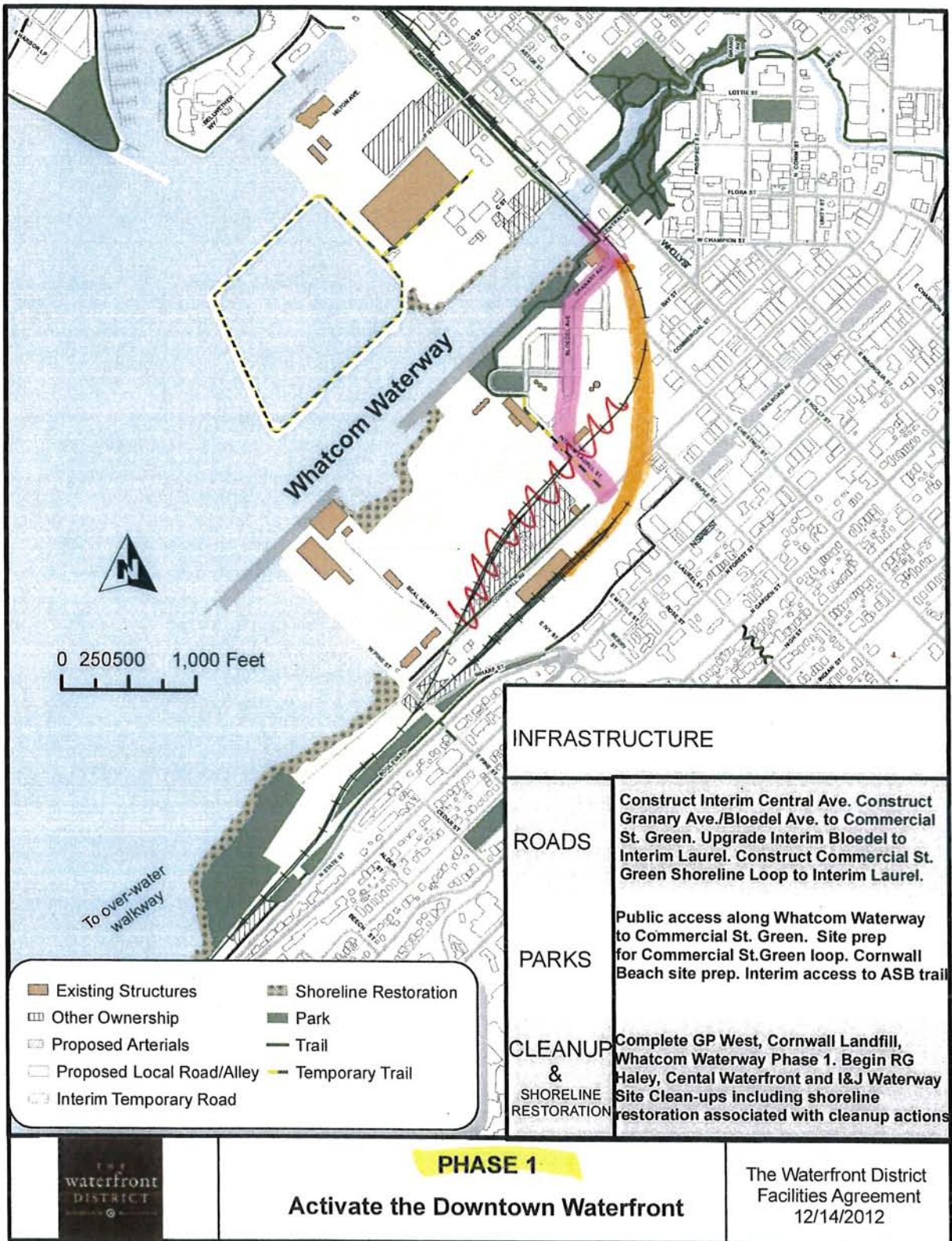
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The following list is a summary of some items that should be considered in the final planning documents:

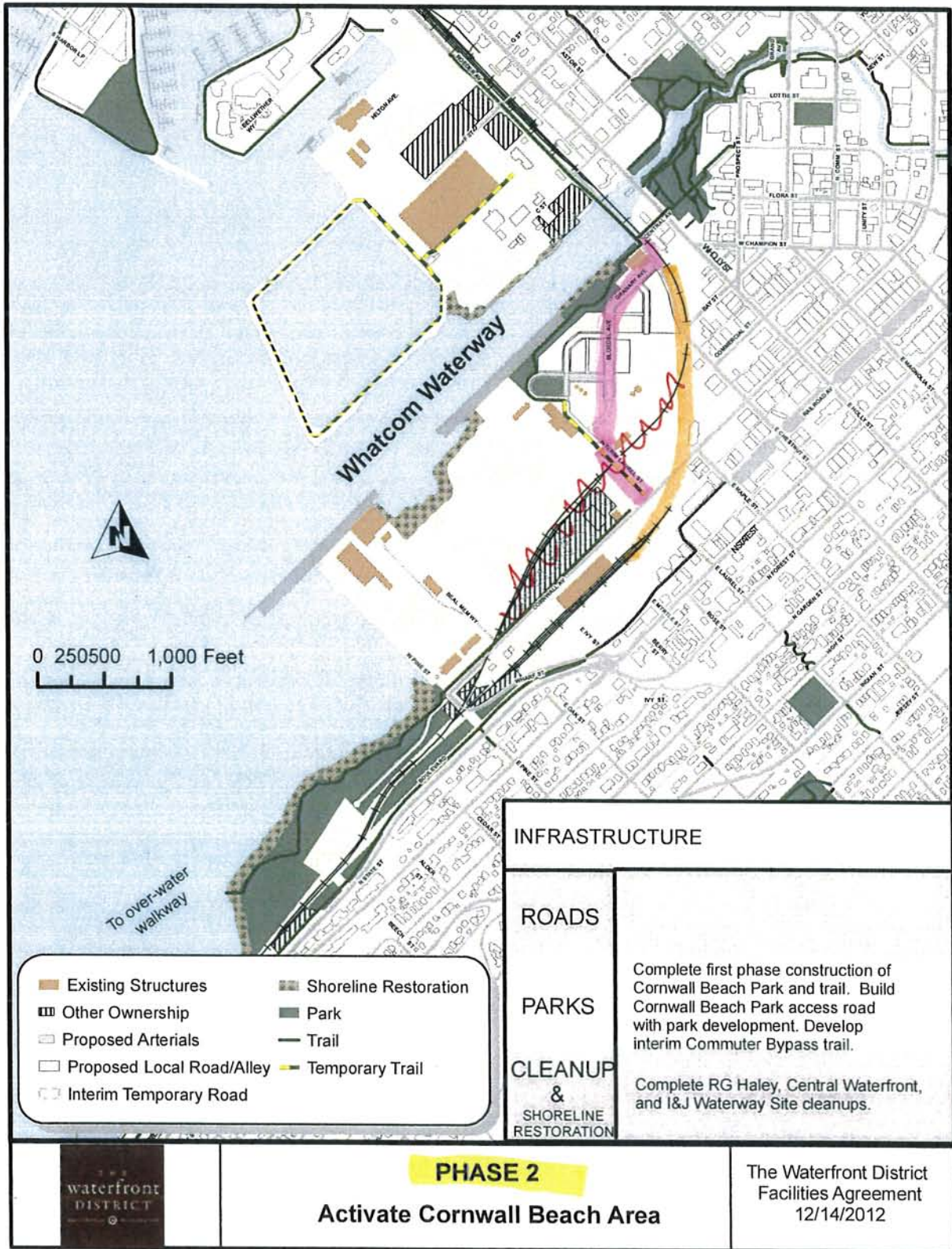
1. Assume that more trains will be passing through the waterfront. So therefore make moving the railroad lines through the waterfront area back to their old location a first priority.
  
2. Prioritize the transportation for:
  - Pedestrian and bikes first
  - Public transportation second
  - Cars and trucks last
  
3. Eliminate the vehicle roadway & bridge connection to Commercial Street. Only design for pedestrian and bike connection to Commercial Street. [The bridge connection is very expensive, \$30,000,000 and two adequate vehicle connections can be made at Roeder Ave. and from Cornwall Ave.]
  
4. Give flexibility to allow street sections to be low impact "skinny" street type sections.
  
5. See attached sheets for alternative phasing options.



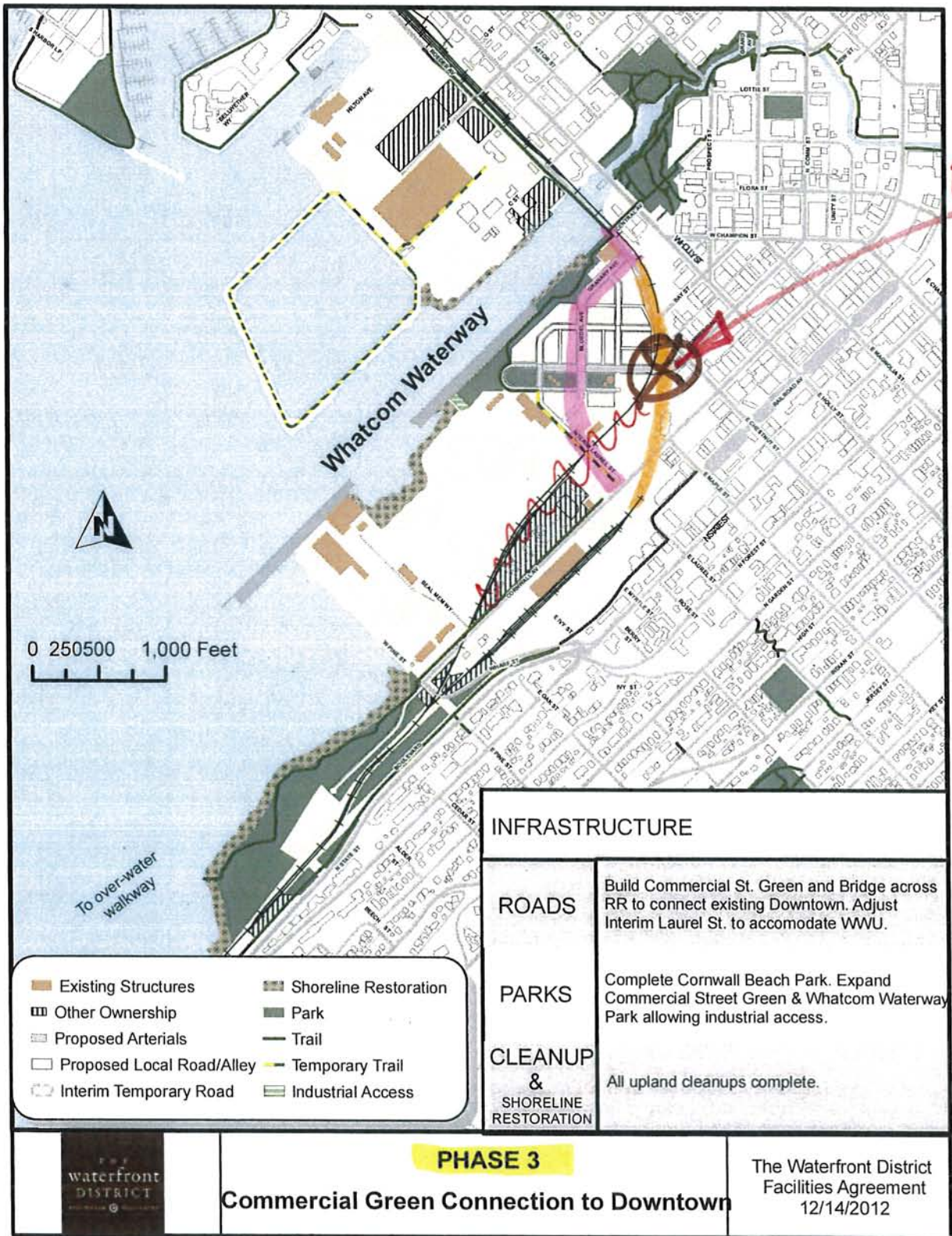
# Exhibit B.1: Waterfront District Phasing Maps



## Exhibit B.2: Waterfront District Phasing Maps



# Exhibit B.3: Waterfront District Phasing Maps



*Pedestria  
&  
Bike  
Bridge  
Only*

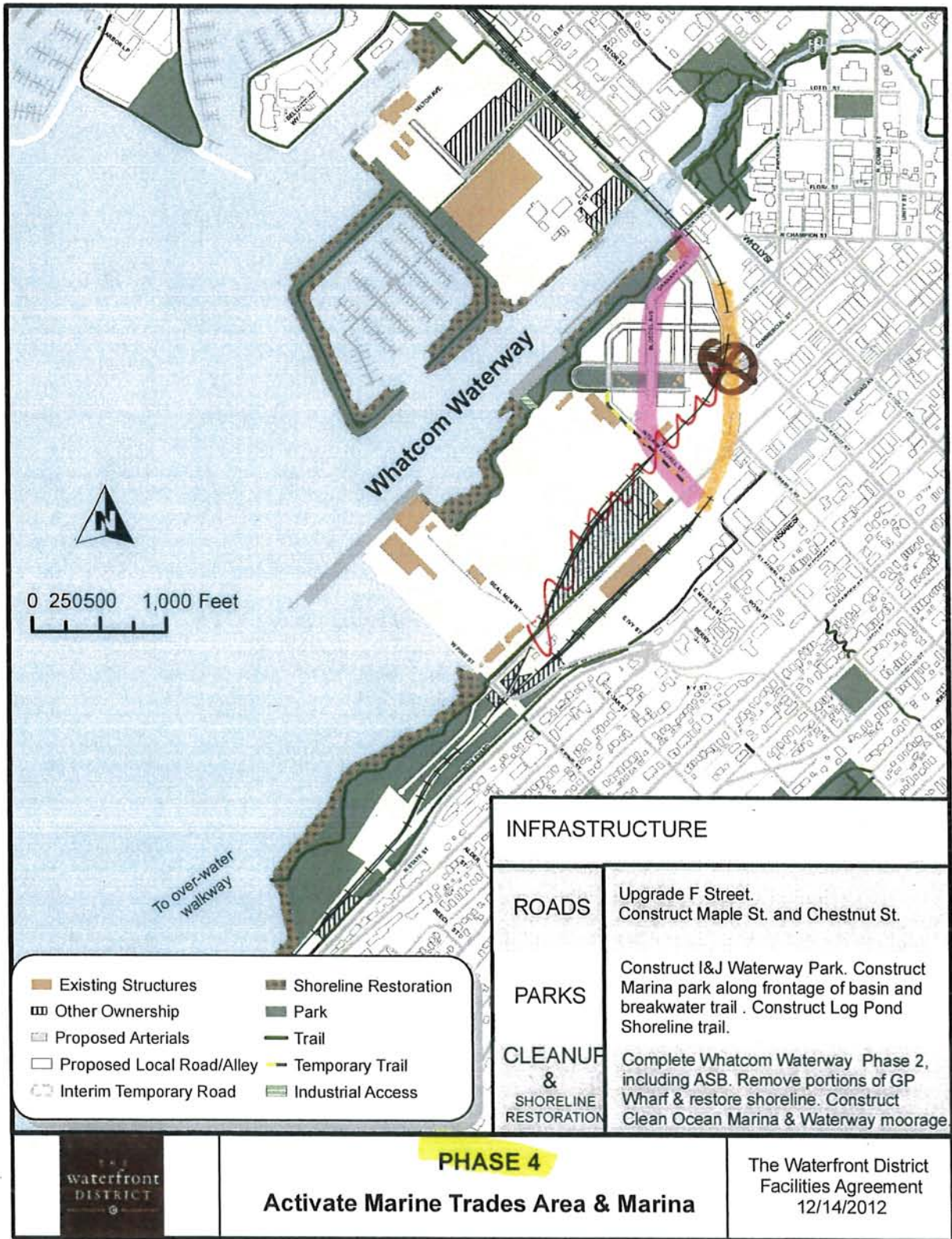
THE WATERFRONT DISTRICT

**PHASE 3**

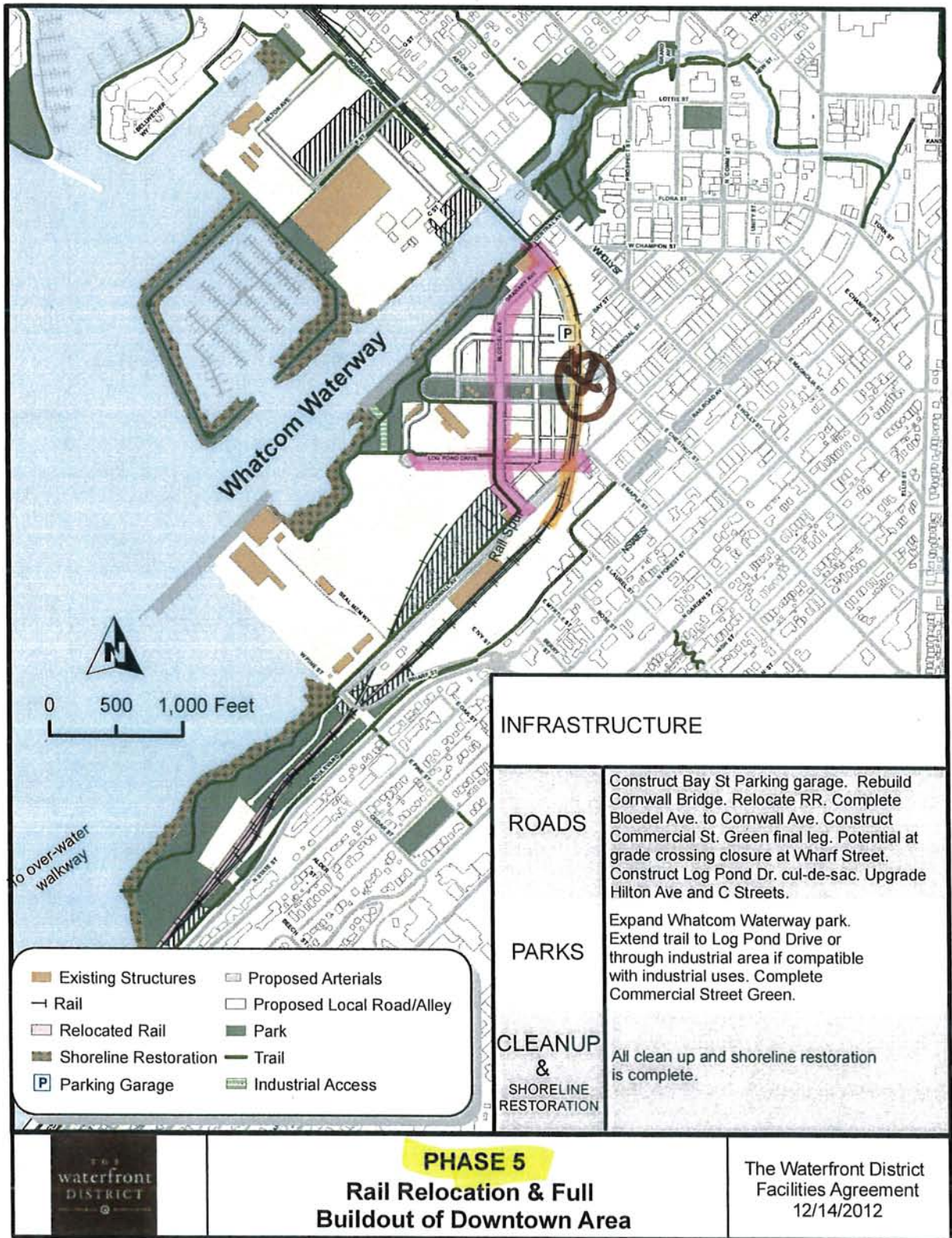
**Commercial Green Connection to Downtown**

The Waterfront District Facilities Agreement  
12/14/2012

## Exhibit B.4: Waterfront District Phasing Maps



## Exhibit B.5: Waterfront District Phasing Maps



0 500 1,000 Feet

- Existing Structures
- Proposed Arterials
- Relocated Rail
- Proposed Local Road/Alley
- Shoreline Restoration
- Park
- Parking Garage
- Industrial Access

### INFRASTRUCTURE

#### ROADS

Construct Bay St Parking garage. Rebuild Cornwall Bridge. Relocate RR. Complete Bloedel Ave. to Cornwall Ave. Construct Commercial St. Green final leg. Potential at grade crossing closure at Wharf Street. Construct Log Pond Dr. cul-de-sac. Upgrade Hilton Ave and C Streets.

#### PARKS

Expand Whatcom Waterway park. Extend trail to Log Pond Drive or through industrial area if compatible with industrial uses. Complete Commercial Street Green.

#### CLEANUP & SHORELINE RESTORATION

All clean up and shoreline restoration is complete.

THE waterfront DISTRICT

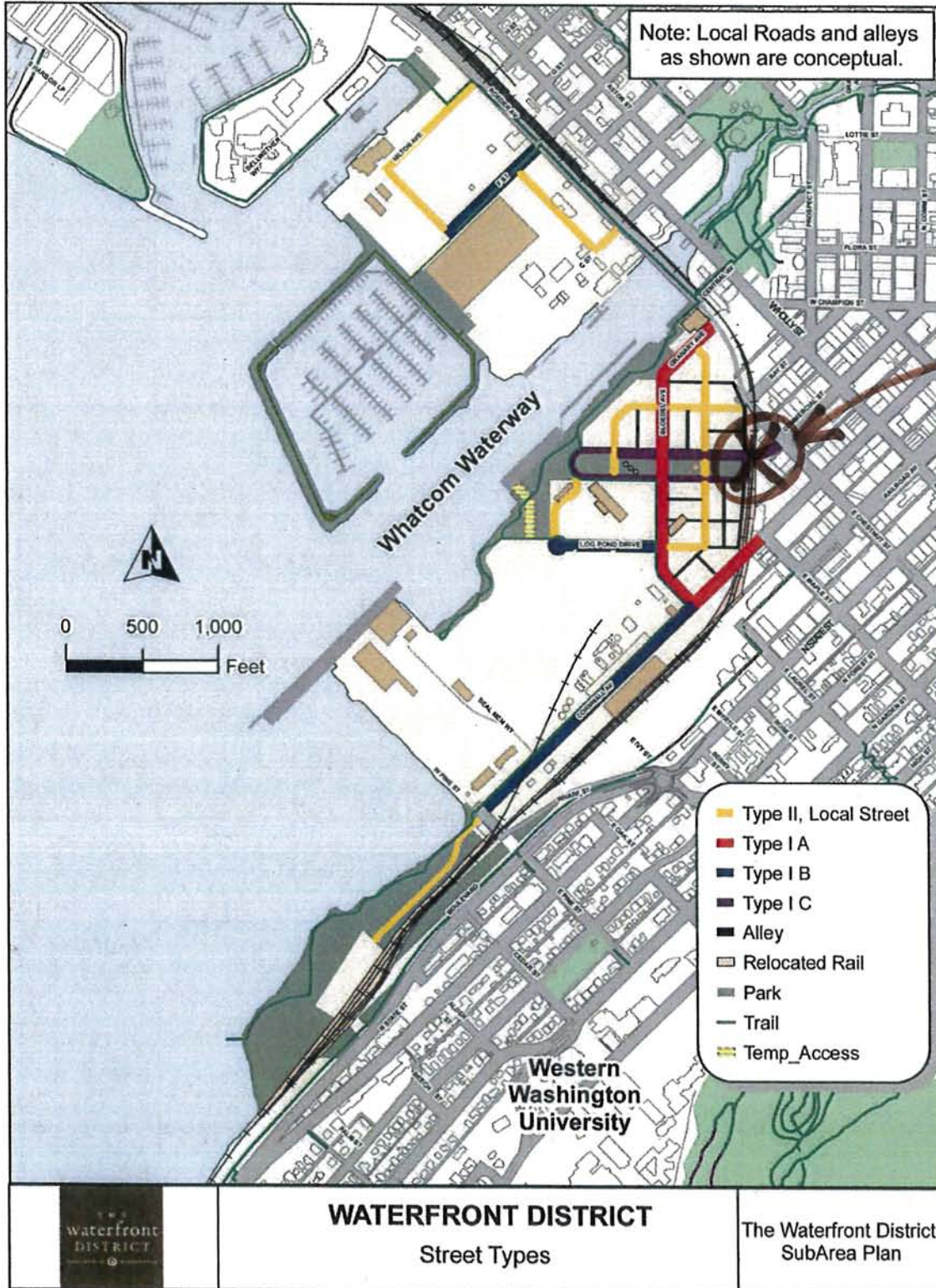
## PHASE 5 Rail Relocation & Full Buildout of Downtown Area

The Waterfront District  
Facilities Agreement  
12/14/2012

# CHAPTER FIVE

## MULTI-MODAL CIRCULATION & PARKING

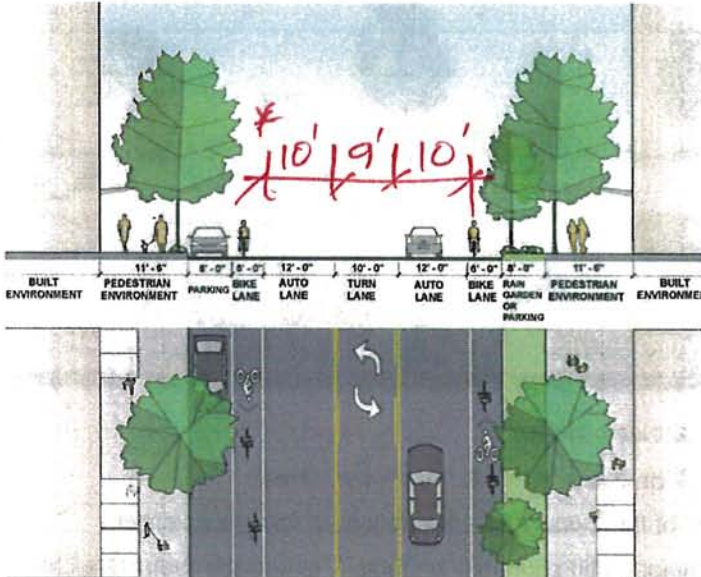
Figure 5-5: Street Types



# Allow for "skinny" Street Sections

\* Example only

Figure .460-A Multi-Modal Street Cross-sections



## Type IA - Arterial Streets

**ROW:** 85 ft. (2-way street) with one turn lane at intersection or optional center landscaping.

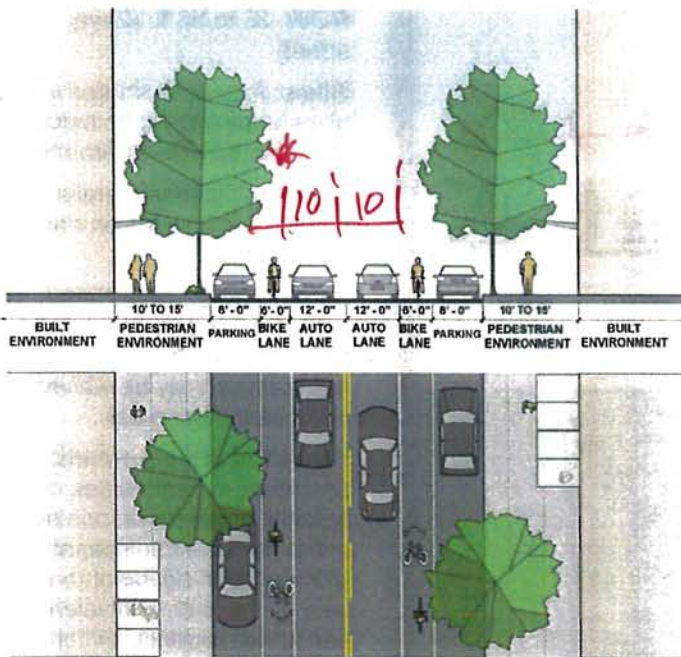
**Bikes:** Two dedicated bike lanes

**Parking:** Parallel parking on one or both sides of street

**Landscaping:** Street trees, highlighted landscape areas at wide sidewalk, natural biofiltration option in lieu of on street parking on one side of street.

### Pedestrian Environment:

Sidewalks on both sides of the street along with ground floor retail and commercial uses encourage pedestrian-oriented activity.



## Type IB - Arterial Streets

**ROW:** 72 to 82 ft. (2-way street)

**Bikes:** Two dedicated bike lanes

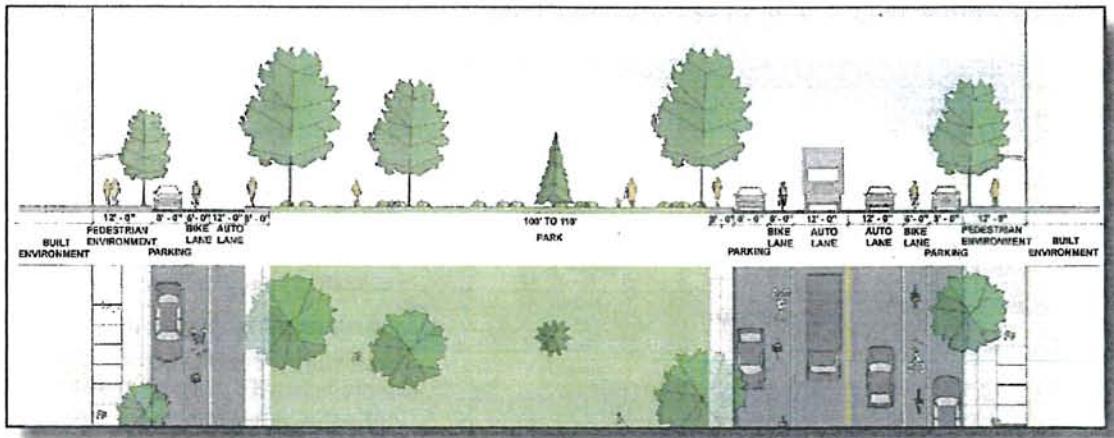
**Parking:** Parallel parking on one or both sides of street.

**Landscaping:** Street trees, natural biofiltration option in lieu of on street parking on one side of street.

### Pedestrian Environment:

Sidewalks on both sides of the street encourage pedestrian oriented activity.

VUB  
3-28-13



**Type IC - Arterial Street**

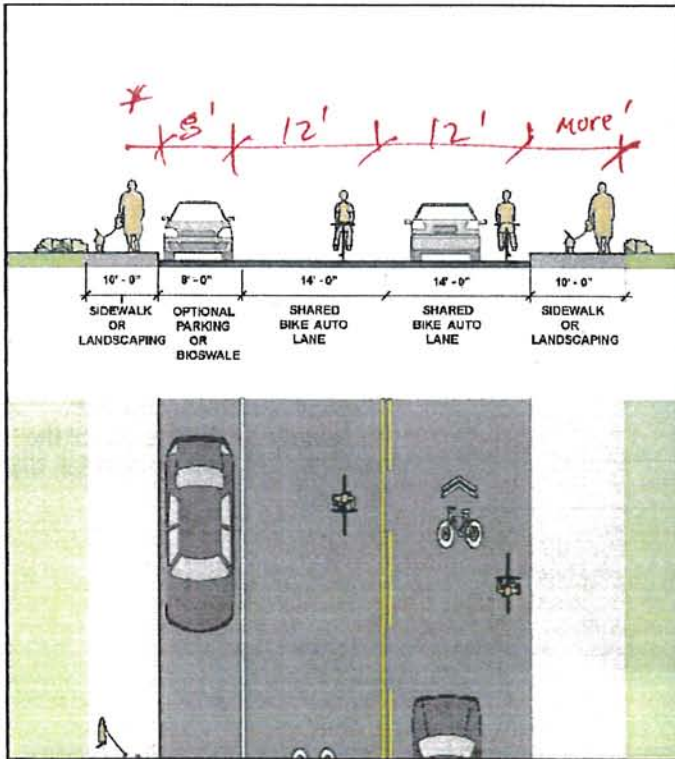
**ROW:** 210 TO 220 ft. (2-way street & 1-way street)

**Bikes:** Three dedicated bike lanes (2 on 2-way street & 1 on 1-way street)

**Parking:** Parallel parking both sides of the 2-way street & one side of the 1-way street

**Landscaping:** Street trees, potential for biofiltration, mill artifacts & landscape features within the center open space area.

**Pedestrian Environment:** Primary pedestrian link from downtown; encouraged activity at the ground floor. Sidewalks on both sides of the street and park.



**Type II - Local Streets**

**ROW:** 36 to 56 ft. (2-way street)

**Bikes:** Auto lane shared with bikes (lane striping to indicate shared auto/bike environment).

**Parking:** Optional parallel parking or bioswale on one side of street.

**Landscaping:** Street trees, low scale shrubs and ornamentals over utility vaults. Landscaping requirement may be waived within industrial areas.

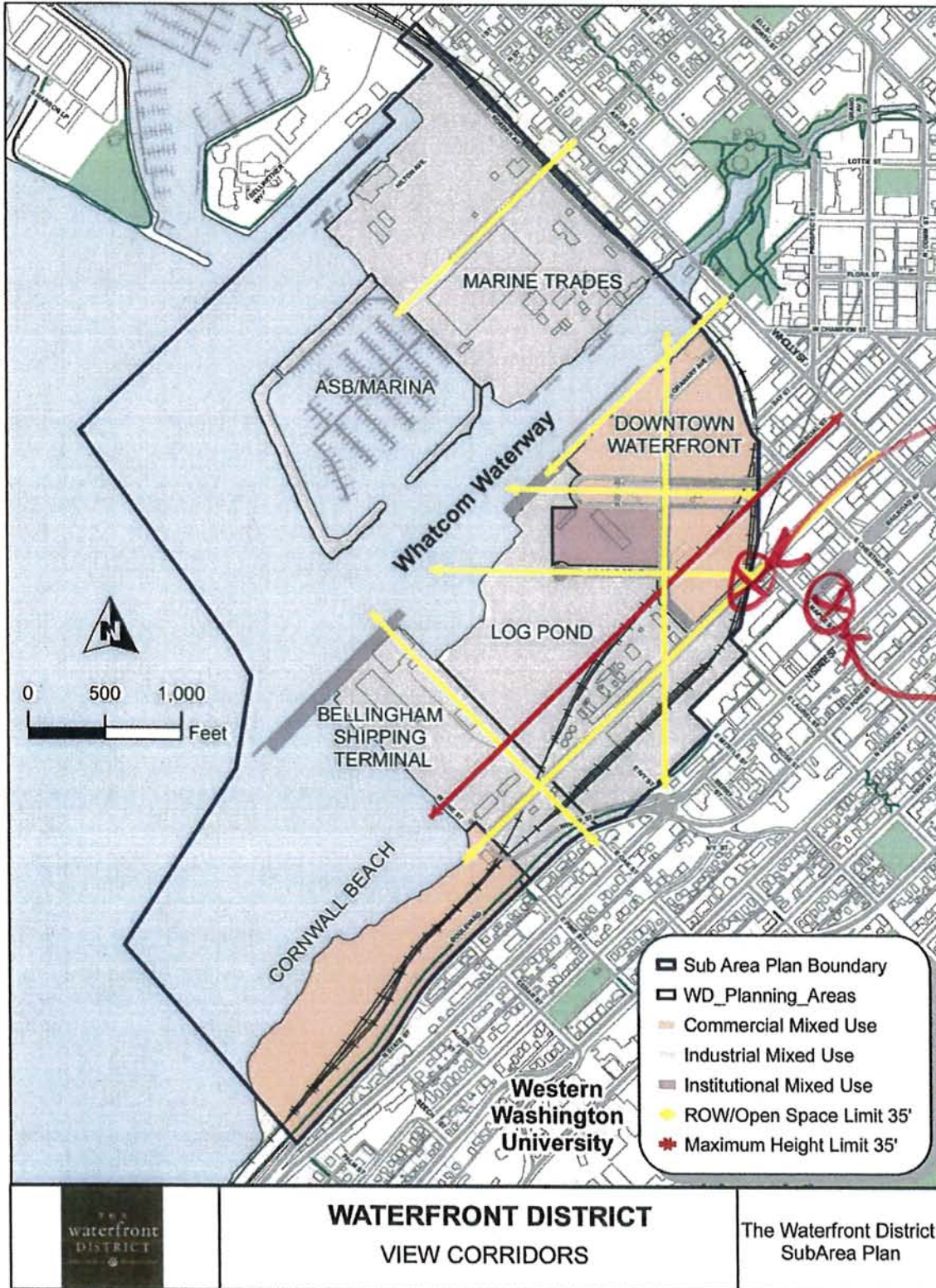
**Pedestrian Environment:** Sidewalks on both sides, or optional sidewalk on one side and other side landscaped when located adjacent to a park or trail with equivalent pedestrian facilities. Within industrial areas, separated pedestrian route may be provided.



# CHAPTER FOUR

## DEVELOPMENT CHARACTER

Figure 4-2: Waterfront District Urban Village View Corridors



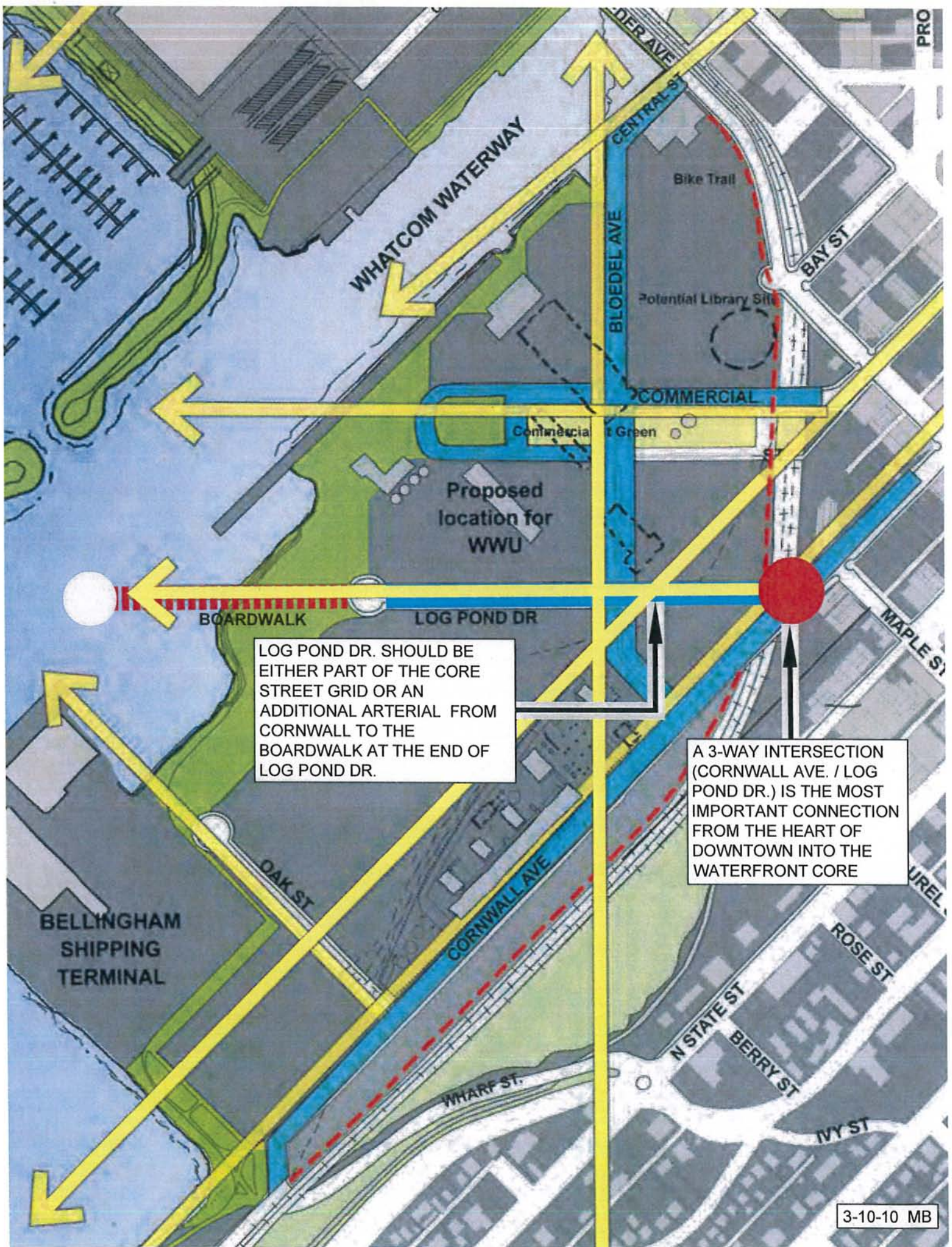
*Key Point "Heart"*

*Farmer's Market*



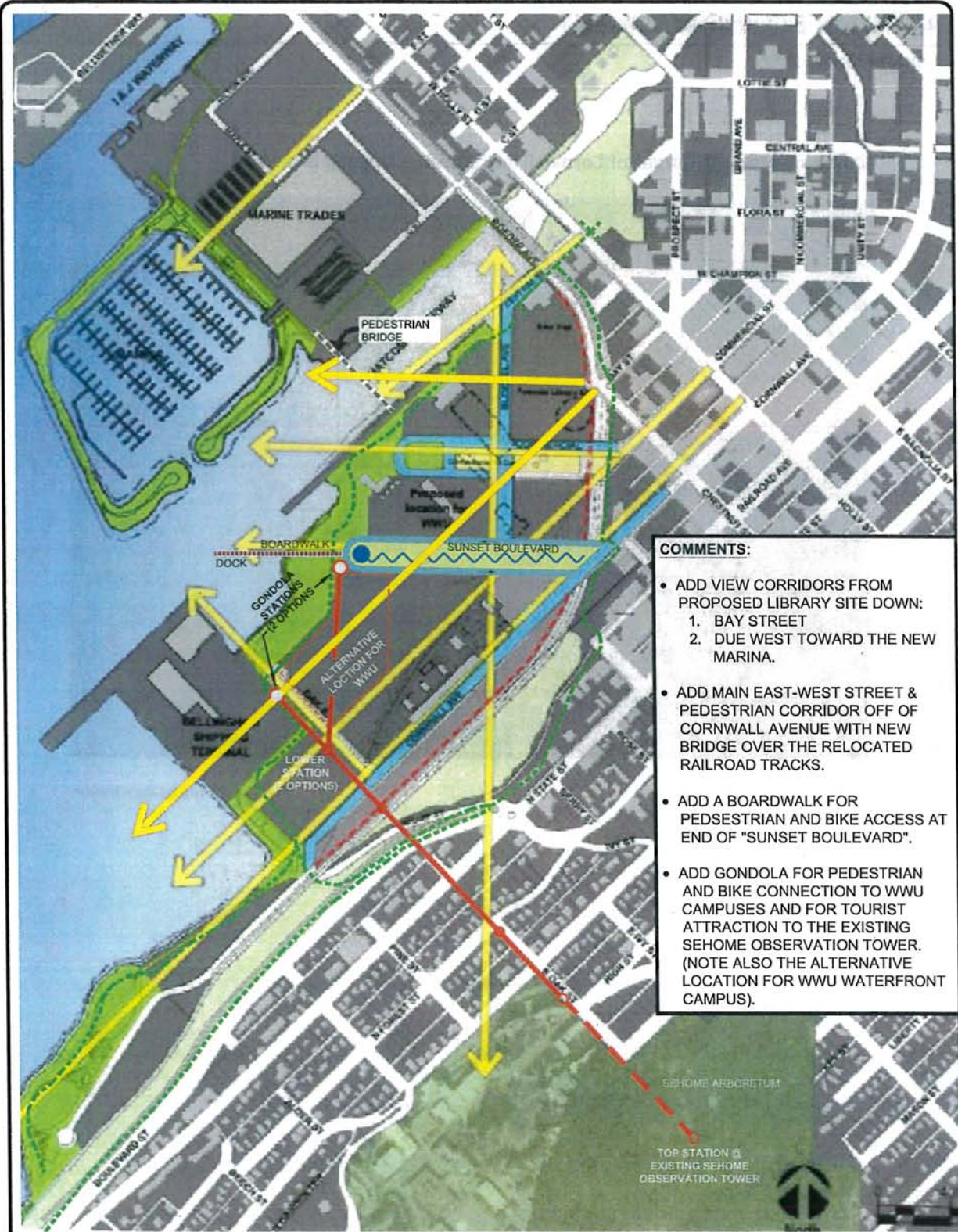
### WATERFRONT DISTRICT VIEW CORRIDORS

The Waterfront District  
SubArea Plan



LOG POND DR. SHOULD BE EITHER PART OF THE CORE STREET GRID OR AN ADDITIONAL ARTERIAL FROM CORNWALL TO THE BOARDWALK AT THE END OF LOG POND DR.

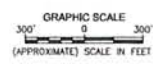
A 3-WAY INTERSECTION (CORNWALL AVE. / LOG POND DR.) IS THE MOST IMPORTANT CONNECTION FROM THE HEART OF DOWNTOWN INTO THE WATERFRONT CORE



- COMMENTS:**
- ADD VIEW CORRIDORS FROM PROPOSED LIBRARY SITE DOWN:
    1. BAY STREET
    2. DUE WEST TOWARD THE NEW MARINA.
  - ADD MAIN EAST-WEST STREET & PEDESTRIAN CORRIDOR OFF OF CORNWALL AVENUE WITH NEW BRIDGE OVER THE RELOCATED RAILROAD TRACKS.
  - ADD A BOARDWALK FOR PEDESTRIAN AND BIKE ACCESS AT END OF "SUNSET BOULEVARD".
  - ADD GONDOLA FOR PEDESTRIAN AND BIKE CONNECTION TO WWU CAMPUSES AND FOR TOURIST ATTRACTION TO THE EXISTING SEHOME OBSERVATION TOWER. (NOTE ALSO THE ALTERNATIVE LOCATION FOR WWU WATERFRONT CAMPUS).

**LEGEND (ADDED FEATURES):**

- WATER FEATURE
- PEDESTRIAN TRAIL
- VIEW CORRIDOR (MAINTAIN WITHOUT OBSTRUCTION)
- GONDOLA
- BOARDWALK / PIER
- PEDESTRIAN BRIDGE
- OPEN SPACE



P:\507bwi - Bellingham Waterfront\Drawings\Exhibits\6-02-09 FrameworkComments.dwg, 6/2/2009 5:00:17 PM

MARK BUEHRER (6-01-09)

**PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 JUNE 2, 2009

**BELLINGHAM WATERFRONT  
 FRAMEWORK COMMENTS**

# AUTUMN EQUINOX SUNSET

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September 23, 2006

Camera Location: Corner of Cornwall and Sunset – Looking Due West


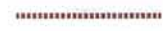




Photo by Mark Buehrer



**LEGEND**

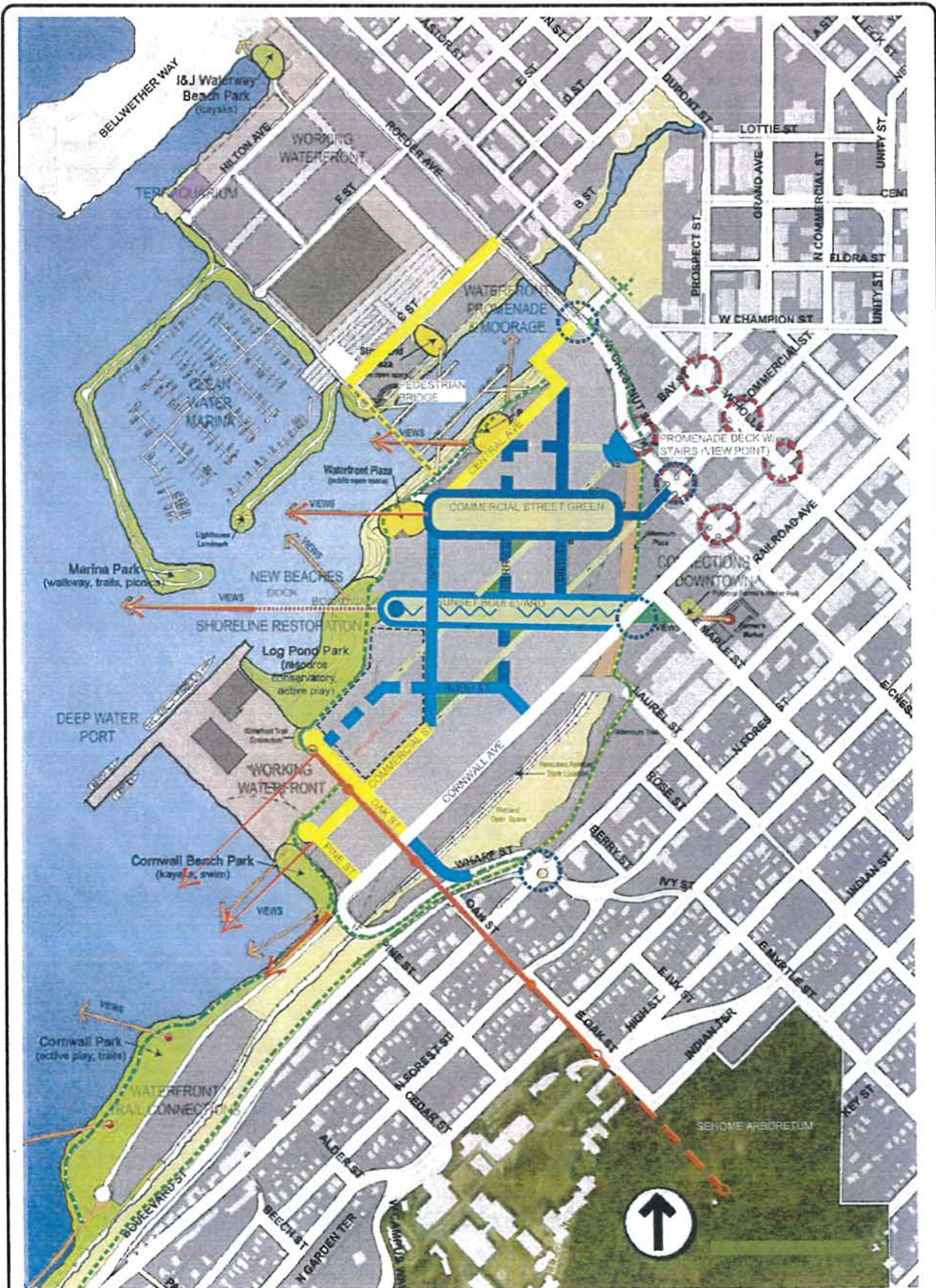
-  WATER FEATURE
-  PEDESTRIAN TRAIL
-  WOONERF (PEDESTRIAN PRIORITY LANE - LIMITED VEHICLE USE)
-  VIEW CORRIDOR (MAINTAIN WITHOUT OBSTRUCTION)

-  GONDOLA
-  BOARDWALK / PIER
-  PEDESTRIAN BRIDGE
-  PRIMARY CONNECTION POINT

-  OPEN SPACE
-  POCKET PARK
-  BUILDABLE AREA

PRELIMINARY  
FEBRUARY 11, 2008

BELLINGHAM WATERFRONT  
CONCEPT A-B-C



**LEGEND**

- CONCEPT A STREET
- CONCEPT B STREET
- PROPOSED CONNECTOR "C"
- EXISTING STREET

GRAPHIC SCALE  
 300' 0 300'  
 (APPROXIMATE) SCALE IN FEET

**BELLINGHAM WATERFRONT  
 STREET BLEND SUMMARY  
 (CONCEPT A-B-C)**

①



**PHASE ONE**

- "C" STREET, CENTRAL STREET/PIER CONSTRUCTION
- PROMENADE DECK AT BAY STREET

②



**PHASE TWO**

- PEDESTRIAN BRIDGE AND BOARDWALK/PIER CONSTRUCTED
- STAIRS FROM BAY STREET PROMENADE DECK CONSTRUCTED

③



**PHASE THREE**

- WHARF STREET BRIDGE & STATE STREET ROUND-ABOUT CONSTRUCTED
- GONDOLA INSTALLED- CONNECTS WWU UPPER & LOWER CAMPUSES

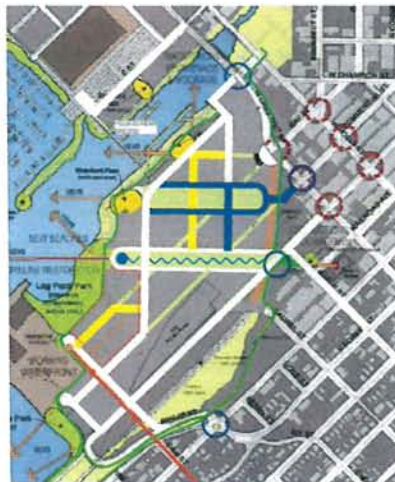
④



**PHASE FOUR**

- SUNSET- CORNWALL BRIDGE CONSTRUCTED
- TRAIN TRACKS RELOCATED

⑤



**PHASE FIVE**

- COMMERCIAL STREET BRIDGE TO STREET GREEN CONSTRUCTED

⑥



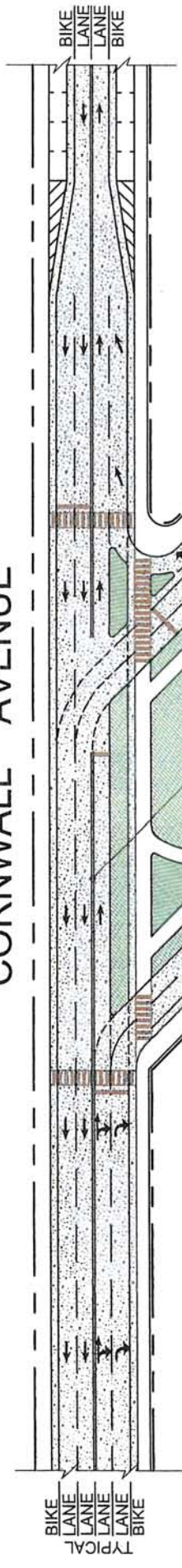
**PHASE SIX**

- PHASE SIX ROADWAYS POSSIBLE IF PSE POWER PLANT IS REMOVED

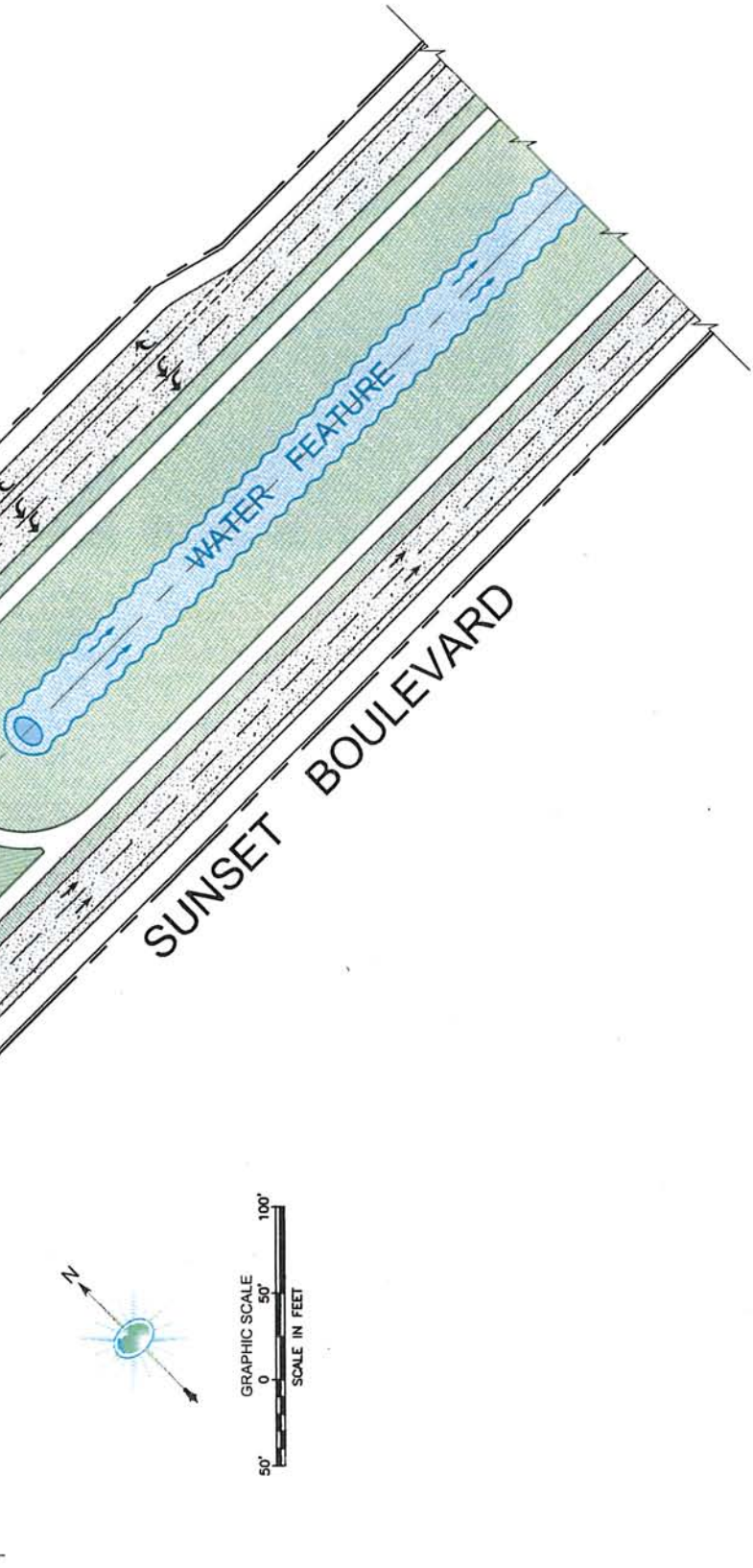
PRELIMINARY  
FEBRUARY 11, 2008

BELLINGHAM WATERFRONT  
PHASING: CONCEPT A-B-C

# CORNWALL AVENUE



# SUNSET BOULEVARD



PRELIMINARY  
NOT FOR CONSTRUCTION  
JANUARY 2018

# CORNWALL AVENUE & SUNSET BOULEVARD INTERSECTION

DRAFT - CONCEPT



# Memo



2020 ENGINEERING, Inc.  
Post Office Box 1621  
Bellingham, WA 98227 USA

p. (360) 671-2020  
f. (360) 671-0322  
w. www.2020engineering.com

**To:** WAG Committee

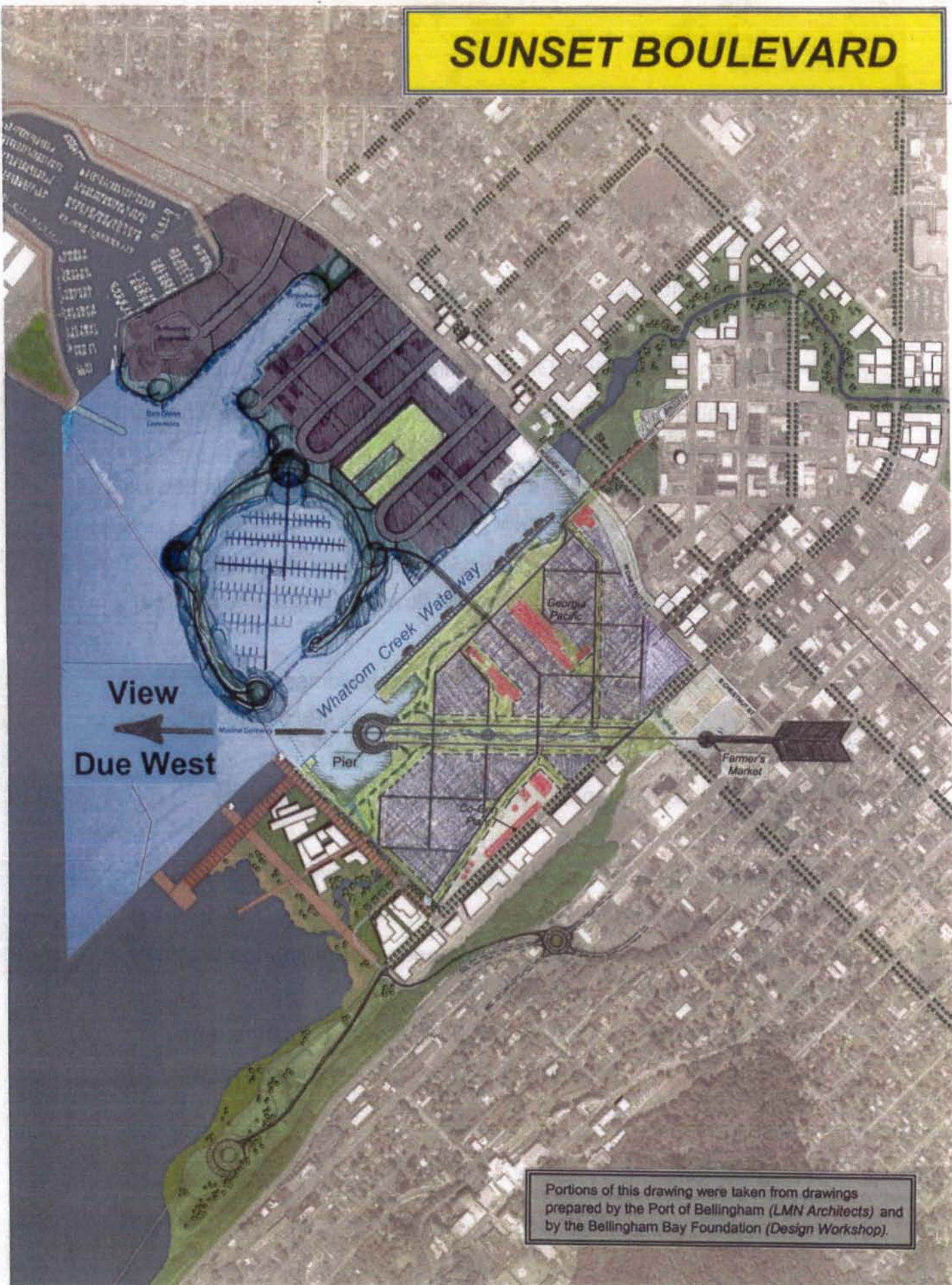
**Date:** August 13, 2008

**From:** Mark Buehrer, P.E. *MB*  
2020 ENGINEERING

**Re:** The Waterfront District  
○ Review Comments

1. Street Grid
  - Maintain route of Cornwall Avenue
  - Bay St. or Commercial St. – Only one of these for vehicle access – both for pedestrians & bikes
  - Add a bridge at Oak Street – Eliminate at-grade railroad crossing – use Wharf Street for bikes and pedestrians
2. View Corridors
  - Add view corridor down Bay Street
3. Connection to WWU campuses
  - Gondola up Oak Street
    - Reduces / Eliminates vehicle trips between campuses
    - Bikes can be loaded on Gondola
    - Gondola adds a visitor / tourist attraction for the Waterfront District (ride to the top of Sehome Arboretum for panoramic views of Bellingham / Whatcom County)
4. Water Uses & Re-Uses
  - "Net Zero" Water Use – Provide on-site treatment of volume of wastewater for water reuse applications to off-set all water demands in the Waterfront District (includes "sewer mining" approach)
  - Other technologies possible for on-site water re-use treatment, i.e., Recirculating Biofilters, RBF's, or other emerging technologies (*membrane bioreactors, MBR's, are energy intense, costly to install and operate, and have "solids" handling issues, see "The Proposal" page 24*)

# SUNSET BOULEVARD



**View**  
←  
**Due West**

Whatcom Creek Waterway

Pier

Farmer's Market

Portions of this drawing were taken from drawings prepared by the Port of Bellingham (LMN Architects) and by the Bellingham Bay Foundation (Design Workshop).

## “Sunset Boulevard”

- ❖ All re-development to utilize sustainable “Green Building” practices, examples include:
  - Use ‘Neighborhood Development Guidelines’ per LEED-ND (U.S. Green Building Council)
  - “Turn on” the existing GP waterline (raw water from Lake Whatcom)
    - Install a water turbine in waterfront location for “free” power generation
    - Create water features; fountains and cascading falls flowing westerly down the center of Sunset Boulevard
    - This action helps to enhance water quality within Lake Whatcom (by increasing water flow at the existing intake at the bottom of the lake)
  - Co-generation; Central heating of new buildings with the “waste” heat from the power plant (shared “free” heat that used to be piped to GP’s pulp operations)
- ❖ Construct a pedestrian bridge across the Whatcom Creek waterway
- ❖ Build recreation boat docks along waterfront edge, south side of Whatcom Creek waterway
- ❖ Construct a walkway/bike trail and park space along the length of redevelopment bulkhead/shoreline
- ❖ Create a “Grand” roundabout pier and view-point park over a portion of the old log lagoon at west end of Sunset Boulevard