

SQUALICUM HARBOR LAND USE PLAN

Port of Bellingham Bellingham, Washington

June 1983

PORT COMMISSIONERS

T. B. Asmundson Kenneth McAulay Peter Zuanich

General Manager:

Tom J. Glenn

Staff:

Hugh M. Wilson Don W. Ellis Jeff Kaspar Art Choat Bill Lausch John Adams

CONSULTANT TEAM

Management and Planning Services/ The NBBJ Group: Vincent Vergel de Dios, AICP - Project Planner Dennis Tate - Urban Designer Cynthia Rice - Landscape Architect

Williams Kuebelbeck & Associates:

Gregory R. Easton - Project Economist Reese Toothman - Economist

Special thanks to:

Don Ellis, the Port's Project Manager of the Squalicum Harbor Land Use Plan and the Port staff.

TABLE OF CONTENTS

	Page No.
I. Introduction	
Background Study Purpose/Objectives Process and Timing Results/Next Steps	1 2 4 6
II. The Plan	
Overall Concept Summary Description	7 10
III. Plan Elements	
Land Use Commercial Fishing and Support Recreational Moorage and Support Waterfront Commercial Marine Industrial	18 20 22 24
Public Facilities Lease Sites Vehicular Access, Circulation & Parking Pedestrian Circulation Major Open Space Major Landscaping Utility Systems	26 28 35 38 40 42 44

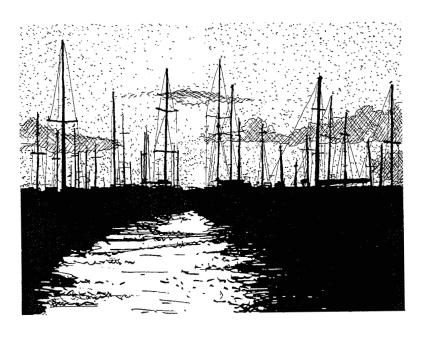
TABLE OF CONTENTS continued

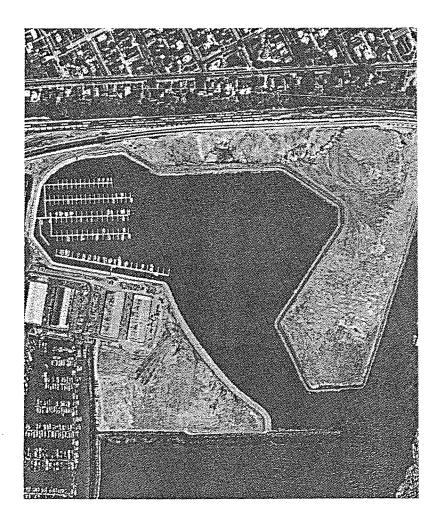
Page No.

IV. Implementation Guidelines and Performance Standards

Public/Private Participation	47
Costs and Funding	47
Phasing	50
Leasing Program	51
Performance Standards	52

I. INTRODUCTION



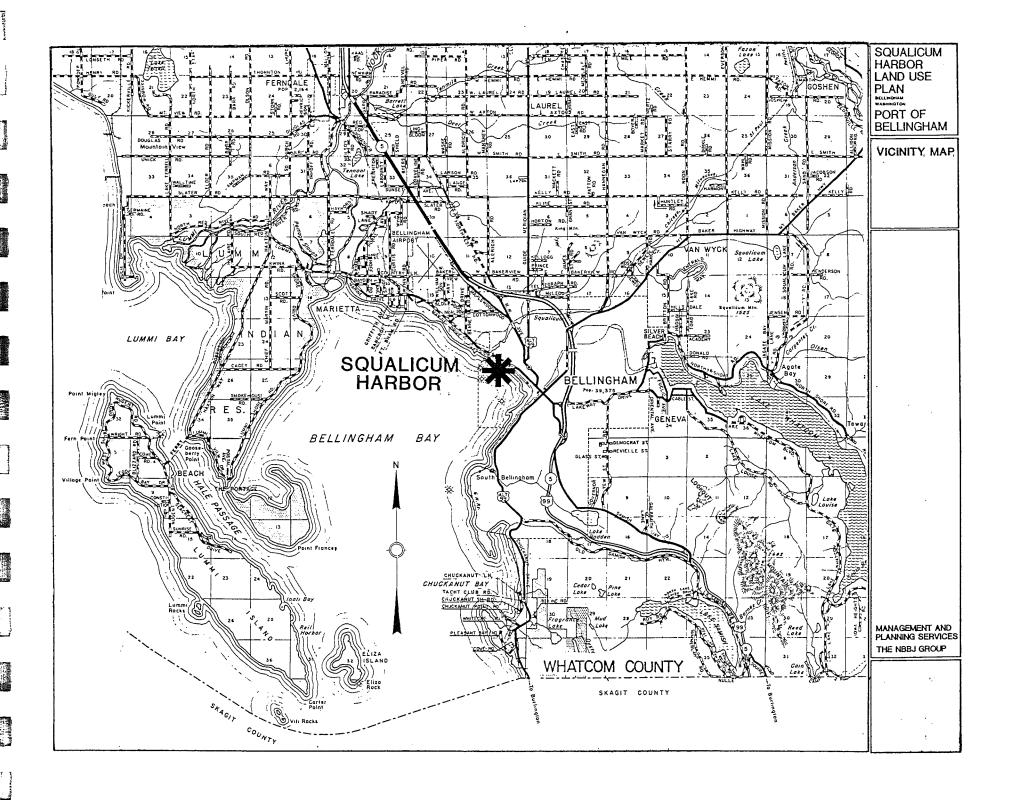


BACKGROUND

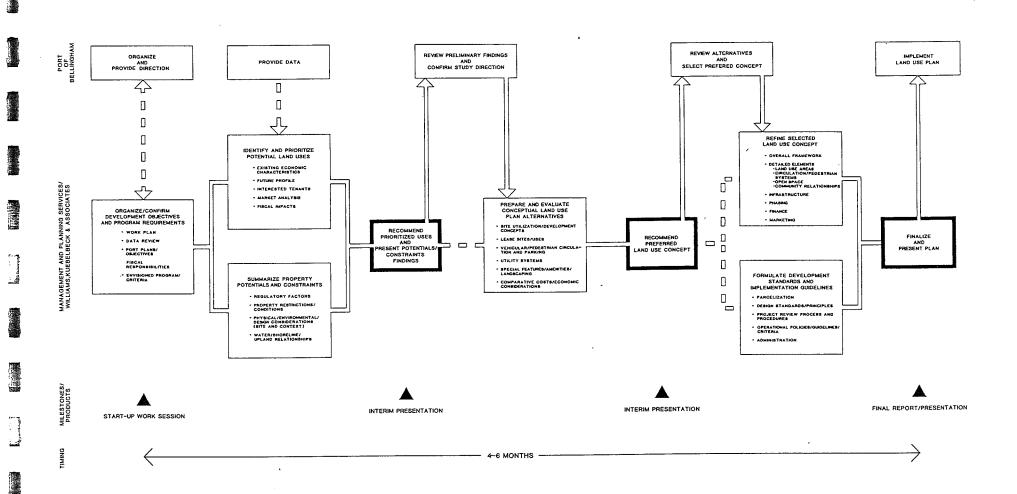
The existing Squalicum Harbor boat basin, with the more recently constructed Esplanade structures, has been a key component of the Port of Bellingham operations for over 20 years. In 1982, the Corps of Engineers together with the Port completed a \$5 million project including a new breakwater and dredging an entrance channel and moorage basin. The expansion created some 51 acres of new harbor area and about 48 acres of new land.

In September 1982, the Port requested assistance for preparation of a imaginative and practical plan for the new landfill site created as part of the boat harbor expansion project. The design for ultimately some 900 new recreational and commercial moorages was determined and there were preliminary ideas for use of the upland area. Increasing interest was being expressed by potential leasees so that it was imperative that the Port act to definitively decide on a plan for the property.

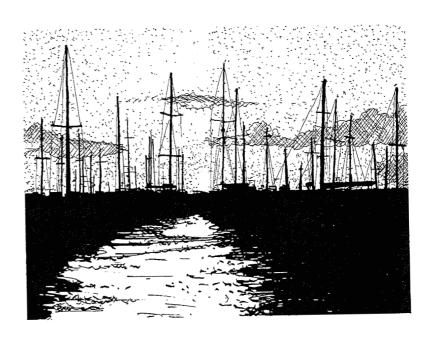
The consultant team of Management and Planning Services/The NBBJ Group and Williams-Kuebelbeck and Associates, Inc., was selected for the land use planning and economic analyses challenge. Under the direction of Port staff and with input from the City of Bellingham, a Land Use Plan was prepared and is presented in summary form in this report.



LAND USE PLANNING APPROACH SQUALICUM HARBOR EXPANSION PROJECT PORT OF BELLINGHAM



II. THE PLAN



OVERALL CONCEPT

The selected plan concept is a combination of different land use organizational ideas that were more distinct in previous alternatives. It includes:

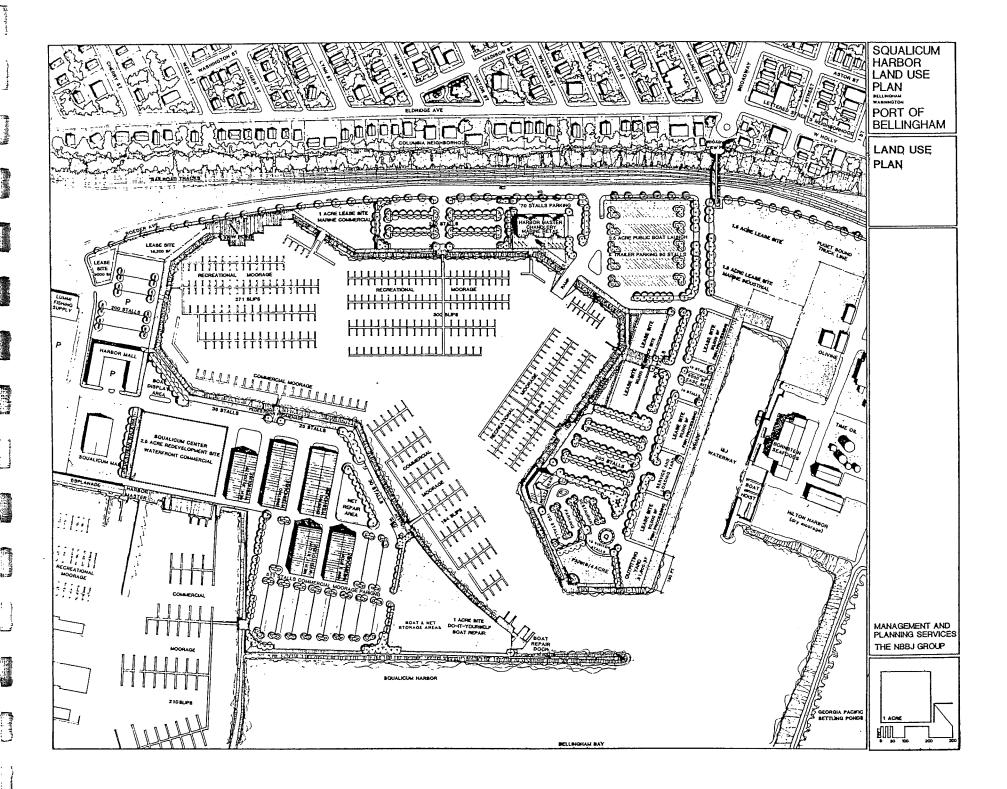
- linear development such as the pedestrian promenade and fish processors/ wharf that emphasize the shoreline
- clustered development such as the web house area and harbormaster/chandlery/ retail center that have multiple activities and shared facilities
- concentrated core development suggested in the "Squalicum Center" future redevelopment hub between both basins

The plan builds upon a general land use framework determined in the analysis which is comprised of several significant "drivers:"

- The boat basin configuration and land area division into two segments.
- The linear exposure to upland railroad alignment and access from Roeder Avenue.
- The presence of the I & J Waterway and marine industrial commitments along its frontage and nearby area.
- The location of commercial and recreational boat moorage and necessary upland functional support.
- Regulatory requirements for land and water development including commitments for a public park/boat launch.

The general plan structure is described and characterized by the following and depicted in the Squalicum Harbor Land Use Plan map and illustrative sketch:

- A marine industrial corridor with fish processors and an outfitting yard and lease sites along the I & J Waterway.
- A waterfront commercial area including:
 - A mixture of a public park, restaurant, office and parking cluster along the western half of the point.
 - The boat launch and harbormaster/ chandlery/coffee shop center with parking and direct access/ visibility from Roeder Avenue.
 - Additional lease sites, parking and a public viewpoint along Roeder Avenue and along the existing Squalicum Harbor entrance.
- A commercial fishing/industrial area including web houses, net repair, material storage and a do-it-yourself boat repair yard.
- A continuous pedestrian promenade along the shoreline with public facilities at key locations and a vehicular circulation hierarchy that unifies all subareas.



LAND USE PLAN ELEMENTS

Restaurant: 2 (1 quality, 1 family/snack within Harbormaster

Center)

General Retail: Future 2-1/2 acre redevelopment of area adjacent

to Squalicum Mall and web houses into new

Waterfront Commercial Core: "Squalicum Center"

Office Space: 2 Sites: 15,000 sf each - 30,000 sf Total

WATERFRONT COMMERCIAL

Marine Retail/Chandlery: 2,000 sf plus potential future marine retail

Retail Fish Markets: 2 retailers (with fish processors)

Boat Sales/Brokerage & Charter: Potential for 2 facilities

Sailmaker: Potential in loft space on or lease site

Boat Display Area: 1/2 acre site adjacent to Harbor Mall

MARINE INDUSTRIAL

Fish Processing: 3 lease sites @ 20,000 sf = 60,000 sf, plus

service yard, parking, retail space

Web Houses: Relocate 2 web houses, built 3 new total 60,000

sf; 2 web houses have 2 story spaces

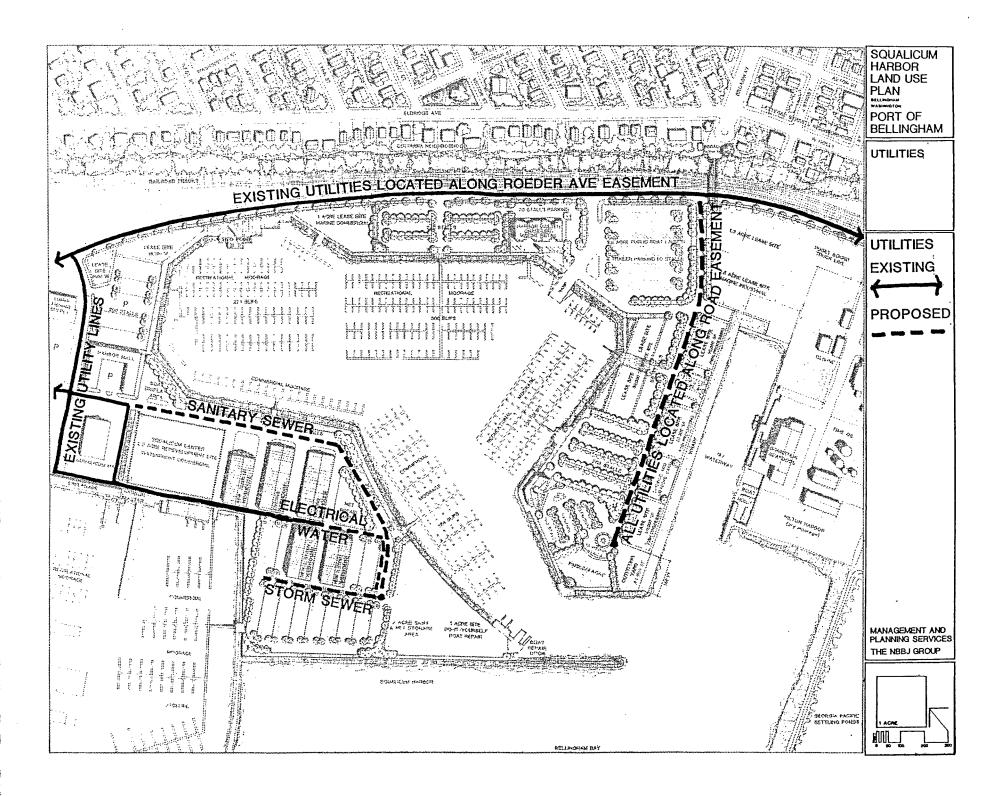
Net Repair Area: 1/2 acre adjacent to web houses

Do-It-Yourself Boat Repair: 1 acre along breakwater

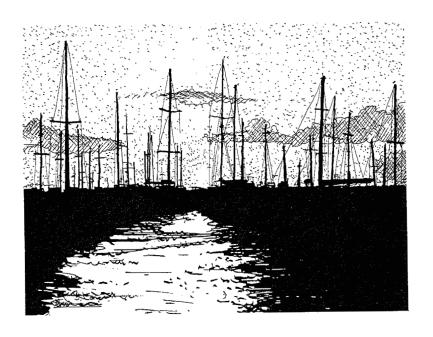
759 slips @ .7 stalls/slip = <u>531 stalls</u> *
260 gilnetters slips @ 1 stall/slip = 260 stalls 114 purse seiners slips @ 3 stalls/slip = 342 stalls
Total Commercial Moorage Parking = 602 stalls
Subtotal Moorage Parking = 1,133 stalls
412 stalls
1,545 stalls
* Excess parking provided of about 114 stalls included in "Other Accessory." This amounts to .85 stalls/slip. Parking assumed to be jointly shared with other uses during non-peak times.
236,800 sf or 5.44 acres 54,000 sf or 1.24 acres 209,000 sf or 4.79 acres 28,000 sf 18,000 sf 12,000 sf 152,460 sf or 3.5 acres 86,400 sf or 2 acres

LAND USE PLAN ELEMENTS, continued

	LEASE SITES
60,000 sf	Fish Processing Sites - 3 at 20,000 s.f. each:
5,000 sf	Retail Fish Market - 1 site at 5,000 s.f.:
9,600 sf	Restaurant Site:
30,000 sf	Office Sites:
37,340 sf	Chandlery/Marine Retail, Coffee Shop Site (with Harbor Master):
65,340 sf	Boat Sales and Sailmaker Site:
65,340 sf	Marine Industrial Site:
43,560 sf	Marine Commercial Site:
18,200 sf	Commercial Lease Site:
9,000 sf	Commercial Lease Site:
108,900 sf	Squalicum Center Redevelopment Site:
452,280 sf or 10.4 acres	TOTAL LEASE SITES:



III. PLAN ELEMENTS



Specific elements of the Squalicum Harbor Land Use Plan are described in this section, including:

Land Use

- Commercial Fishing and Support
- Recreational Moorage and Support
- Waterfront Commercial
- Marine Industrial

Public Facilities

Lease Sites

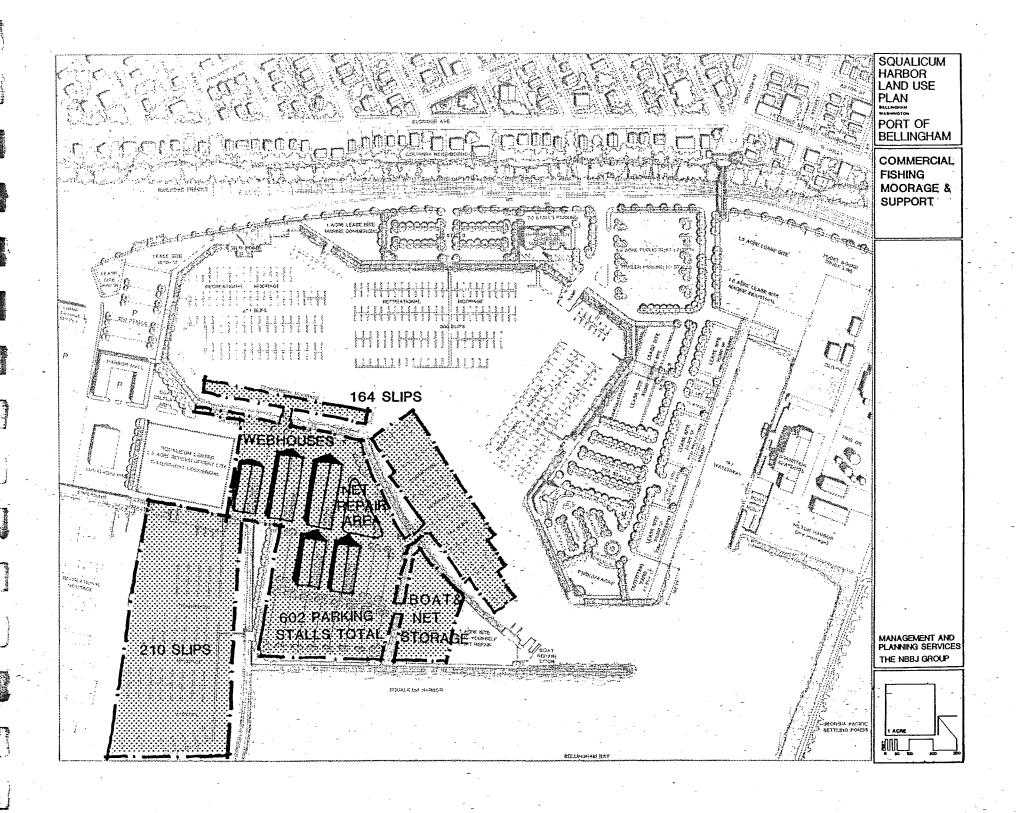
Vehicular Access, Circulation and Parking

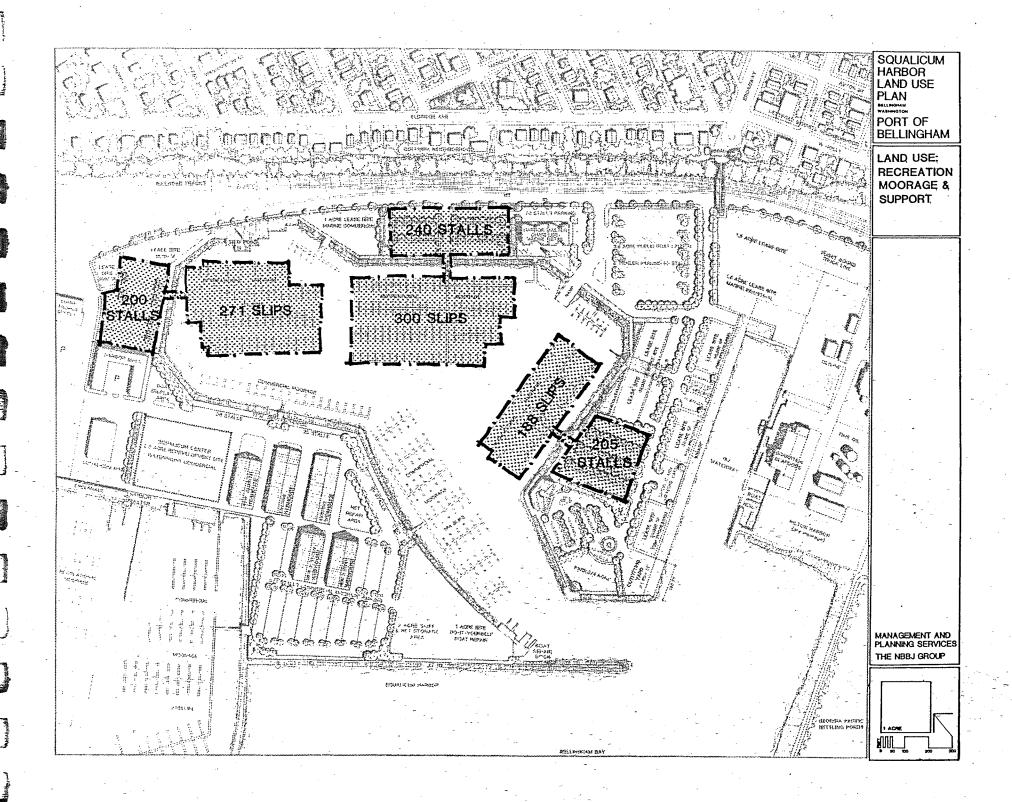
Pedestrian Circulation

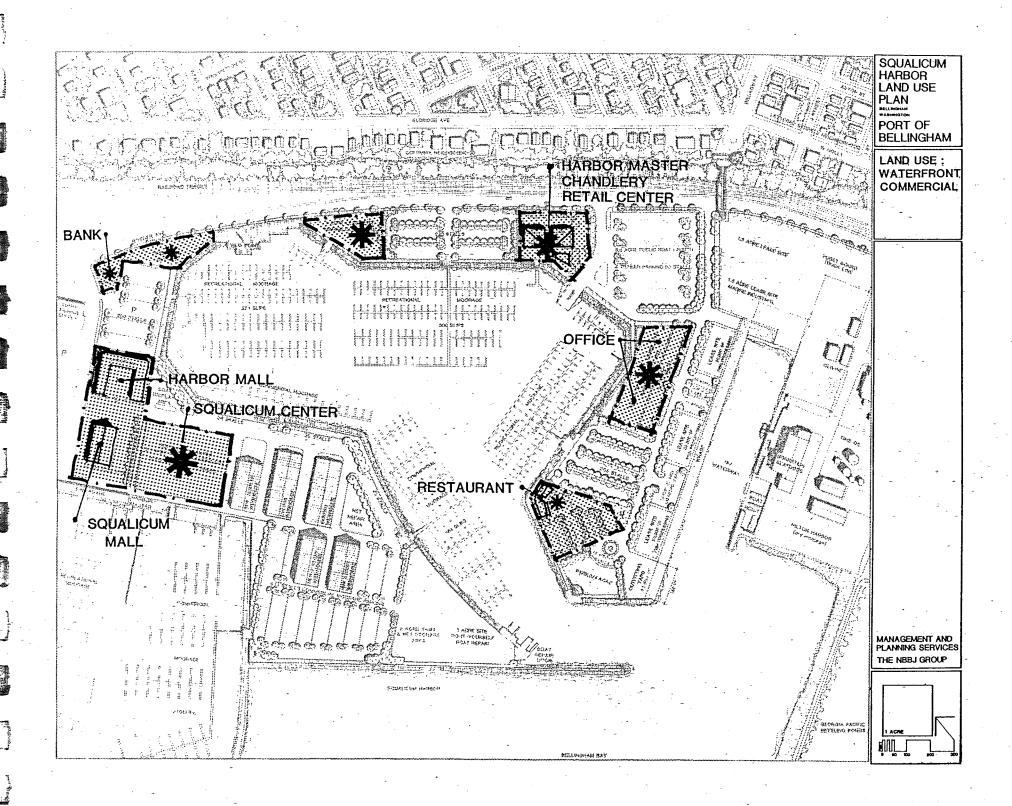
Major Open Space

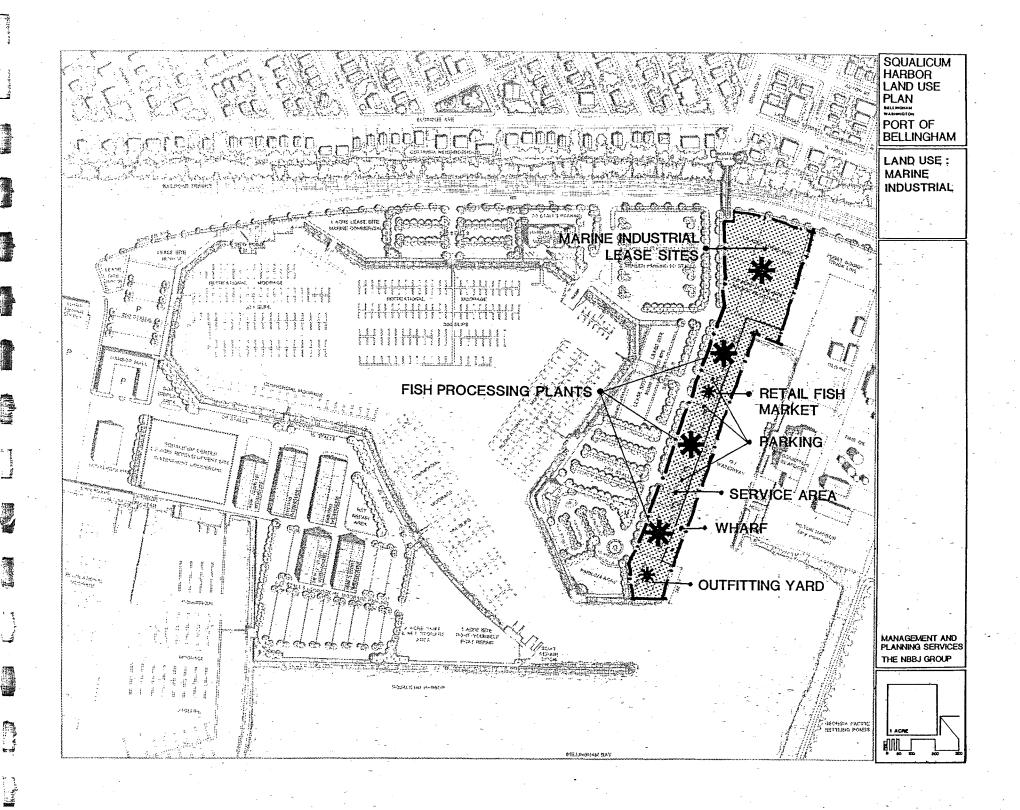
Major Landscaping

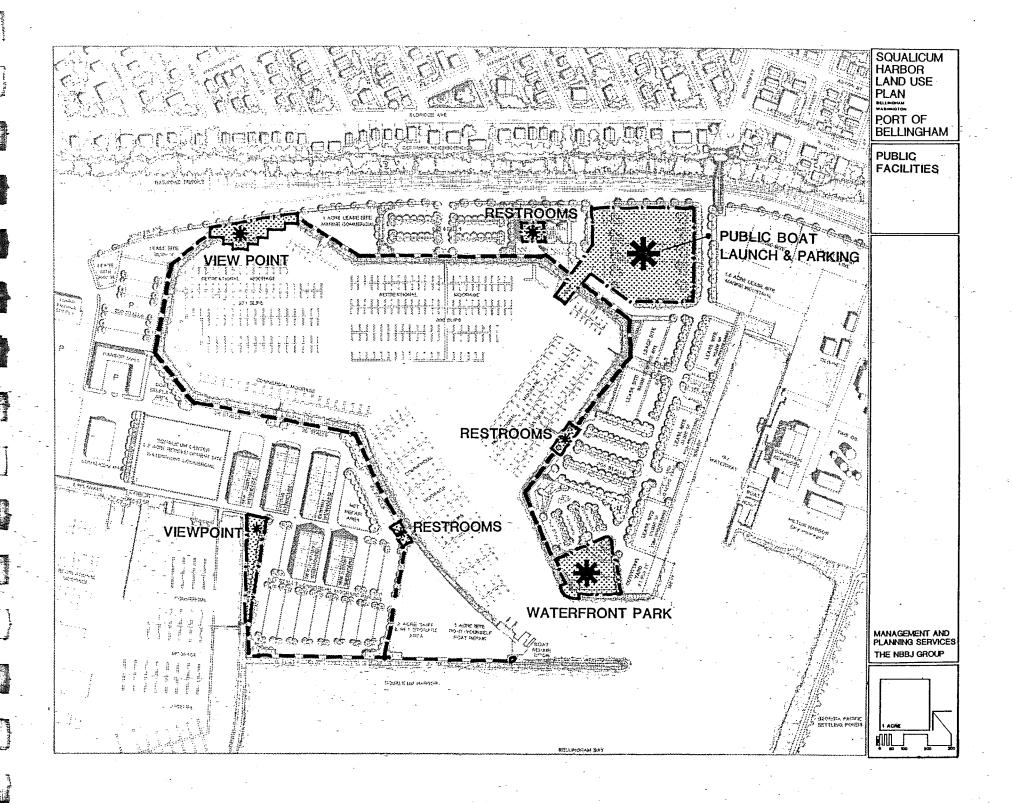
- Utility Systems

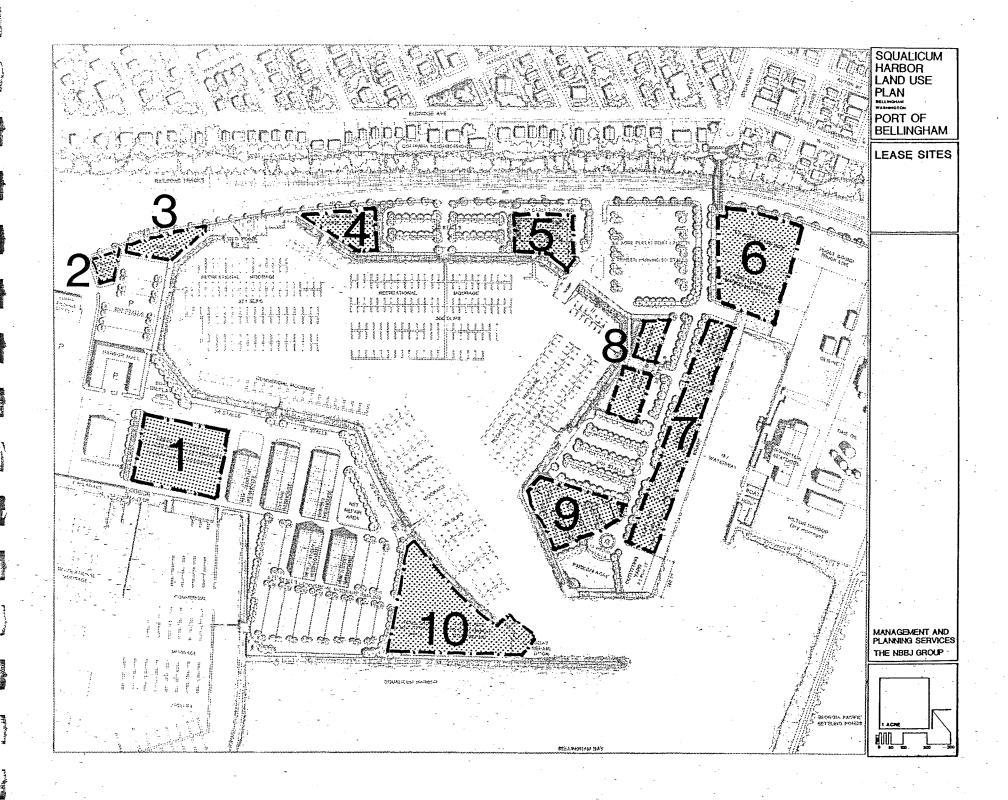












- Area 9: This site is located on the point of the peninsula and has been identified as the location of a quality restaurant of approximately 6,600 sf with 80 to 100 parking spaces. The site is adjacent to the waterfront park and to the recreational moorage parking. It fronts on to the pedestrian promenade and developers of this site will be encouraged to design the restaurant to incorporate the promenade into the design of the restaurant perhaps providing outdoor dining and access from the promenade to the restaurant. The orientation of the restaurant has been toward the recreational and commercial moorage to the north and west, which would provide a pleasant visual backdrop for evening dining. Distant views of the Sound and the islands to the south could provide additional opportunities for views during daylight hours.
- Area 10: Development is planned for a 2-acre boat (including keelboats) storage area and a one acre do-it-yourself boat repair yard and dock. The location is along the breakwater between the web houses, commercial fishing moorage and well suited for this activity.

The characteristics of the 10 lease sites are summarized in the following table.

SQUALICUM HARBOR LEASE SITES

LEASE SITE DESIGNATION	AREA	SHAPE AND CONFIGURATION	POTENTIAL USES	ACCESS	PARKING	COMMENTS
6	3 Acres Total	Irregular with Roeder Ave. frontage and access to I & J waterway	Marine industrial uses	Roeder Ave., Point Road and I & J Waterway	Parking to be provided on-site	Use landscaping to screen large service areas and industrial buildings
7	2.75 Acres Total 3 Sites of 20,000 s.f. each for fish processing; one 20,000 s.f. service yard; one 5,000 s.f. retail fish market	Elongated rectangu- lar site; indivi- dual sites 100' x 200'	Fish processing plants, service yards and retail fish markets	Access from Point Road (main access road) and I & J Waterway (limited access from road)	Some parking on site; potential for shared parking with recreational moorage parking	Parking management plan may be required for employees of fish processing plant
8	1.75 Acres Total 30-40,000 s.f. for office use plus 32,000 s.f. of parking	Regular 180' x 400' rectangular site with frontage on pedestrian promenade	Office uses; 30,000 initially identified by Port	Direct access from Point Road (main access road)	80 spaces on site; potential for shared parking	Encourage pedestrian access from promenade
9	1 Acre Total 9,600 s.f. restaurant site plus parking	Irregular triangular with frontage on pedestrian promenade	Quality restaurant and parking	Access from Point Road (main access road)	Potential for 80-100 spaces on site; separate parking entrance	Restaurant oriented toward moorage and promenade
10	3 Acres Total 2 Acre skiff and keel boat storage area; 1 acre do-it- yourself boat repair yard	Triangular lot bounded by break- water and inner harbor commercial moorage and web houses	Marine industrial; lease for do-it- yourself boat repair; skiff and keel boat storage	From loop road and commercial moorage parking adjacent to web houses. Water access from boat repair dock	Parking available on—site for boat repair and storage	Use landscaping to screen industrial areas from public view

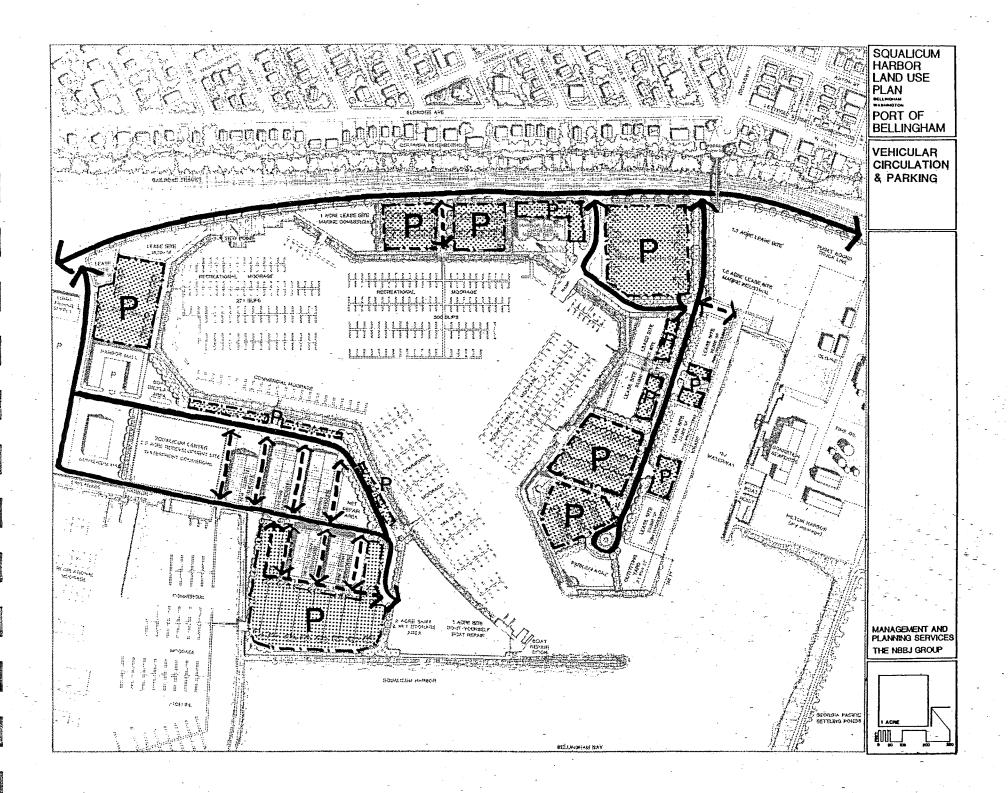
VEHICULAR ACCESS, CIRCULATION AND PARKING

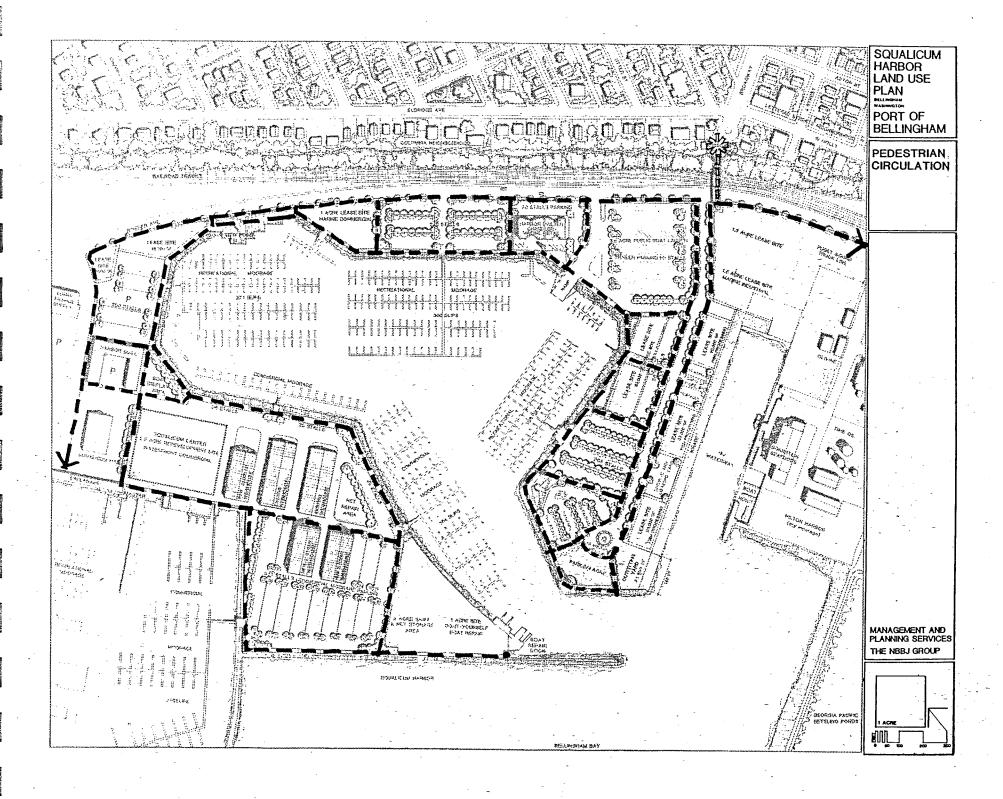
Vehicular circulation throughout the upland sites is organized into primary and secondary access roadways and circulation through parking areas.

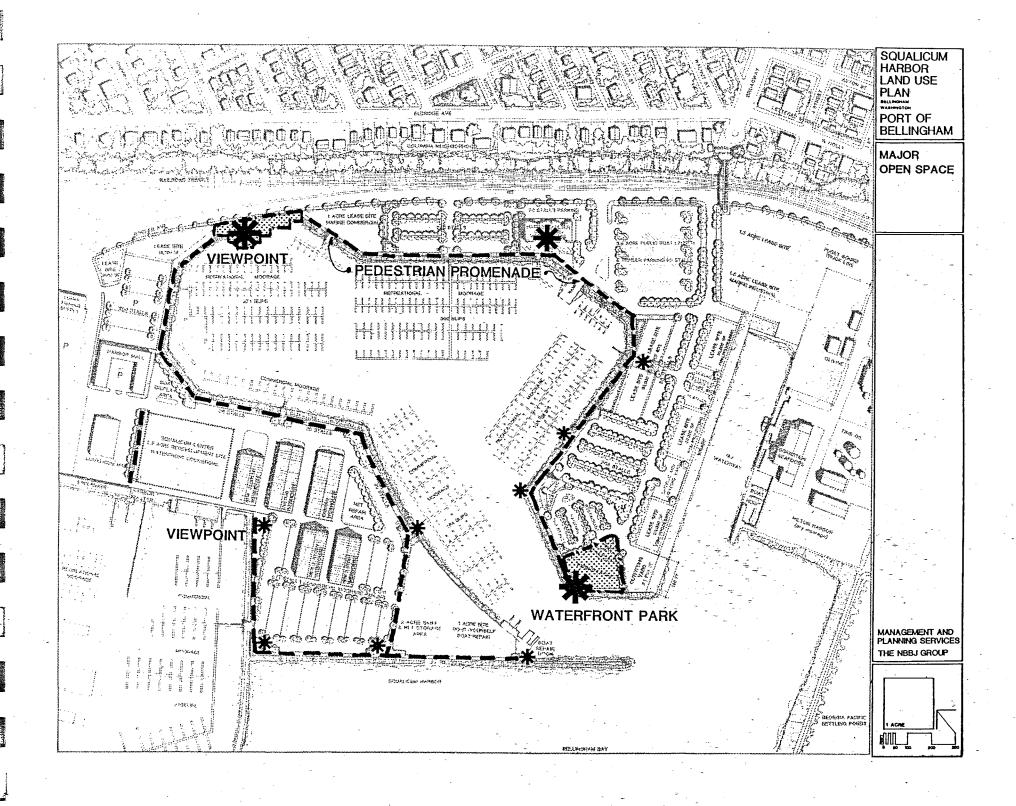
The principal vehicular access to the harbor area is from Roeder Avenue, an arterial which parallels along the waterfront from downtown Bellingham to the southeast to Squalicum Parkway to the north.

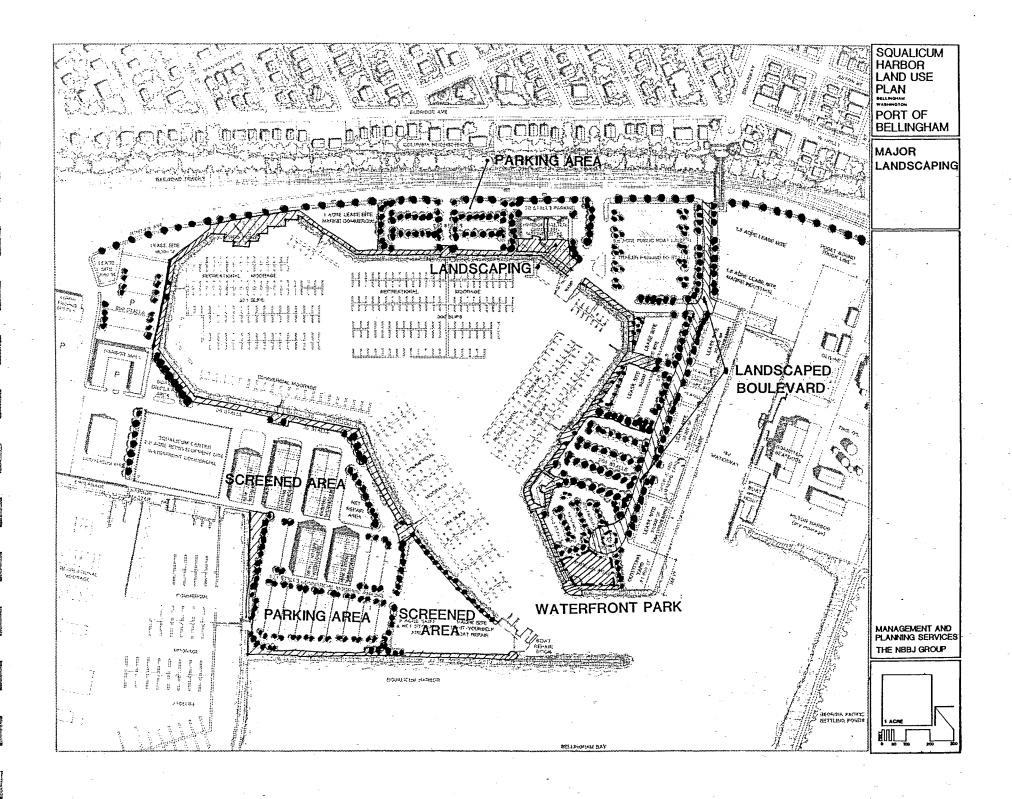
The plan identifies three new main points of access in addition to the existing roads to the north of the site. One point will be at the recreational moorage parking area located along Roeder Avenue, another will be at the entrance to the public boat launch area and a third would be the entrance to the "point road," the major access road which runs along the length of the peninsula. Additional site access could be developed as part of the three—acre marine industrial sites north of the I & J Waterway and at the two lease sites to the west.

Primary circulation through the area is provided by a loop road which runs past the Harbor and Squalicum Malls to the web houses and back with a spur to the do-it-yourself boat yard. Secondary circulation would be between the web houses and within the commercial moorage parking areas. Primary circulation along the peninsula is provided by the access road which runs from Roeder Avenue to the park at the point and terminates at a vehicular turnaround and visitors parking area. There is secondary access to parking areas, loading and outfitting yards from this roadway. A second egress point from the public boat launch area is provided.









IV. IMPLEMENTATION GUIDELINES & PERFORMANCE STANDARDS



This section is organized to include:

- Public/Private Participation
- Costs and Funding
- Phasing
- Leasing Program
- Design Guidelines

Development of Squalicum Harbor over time according to the plan will require firm Port commitment to the project and continuing management. Coordination of Port, private and City of Bellingham actions is required. Responsibilities for continuing implementation are highlighted in this section.

PUBLIC/PRIVATE PARTICIPATION

The land around the Squalicum Harbor will be developed jointly by the Port of Bellingham and private interests. The role of the Port has three dimensions:

- development of the marine and associated facilities
- development of public facilities for water access and recreation
- development of suitable sites for lease to private interests

The role of the private sector is to develop the commercial and/or industrial facilities on the lease sites. Given these broad roles, each participant would absorb a share of costs as follows:

Port Costs

Marina Slips

Parking for Marina Slips

Boat Launch and Parking

Restrooms and Harbor Master Office

Promenade, Parks, Sidewalks, Biketrails and Viewpoints

Major Roads and Utilities onto Site Weblockers

Private Lessee Costs

Commercial Facilities

Access and Parking within Lease Site Boundaries

Landscaping within Lease Site

Boundaries

Wharves and Other Special Purpose Facilities within Lease Site Boundaries

COSTS AND FUNDING

Given the roles identified above, the costs of additional construction at Squalicum Harbor can be assigned to the participants approximately as shown on the following page.

Developments such as this are sometimes funded by revenue bonds secured by project generated revenues. Ultimately, Port ground lease and operating revenues could support improvements in the various geographic areas of the project in the following amounts.

GROUND LEASE AND OPERATING REVENUES

	Supportable Capital Cost
	Annual @ 10%
	Lease Capitalization
	Payment Rate
East Area (The Point)	Φ.00.000
Restaurant/Office:	\$ 83,000
Processors:	$\frac{33,750}{\$116,750}$ $\frac{\$1,167,500}{\$1,167,500}$
	\$1,167,500
North Area (along Roeder Avenue)	
Coffee Shop:	\$ 90,000
Marine Commercial:	68,050
Marine Industrial:	22,900
	\$180,950 \$1,809,500
West Area	4.5.050
Do-It-Yourself:	\$ 15,250
Squalicum Redevelopment	54,450
Web Lockers	$\frac{75,000}{\$144,700}$ $\frac{\$1,447,000}{\$1,447,000}$
	φ1 11 , 100 φ1, 11 1, 000
Marina	
Slip Rental (net of expenses):	\$281,700
Boat Launch:	54,000
	\$335,700 \$3,357,000
	\$778,100 \$7,781,000
	\$770,100

LEASING PROGRAM

There are three general considerations in devising a leasing program for an area such as this:

- Assure the appropriate mix of activities and quality of development
- minimize administrative problems
- command maximum rental revenues

The Plan calls for several lease sites with characteristics closely matching the needs of specific uses and users. The Port could negotiate on an individual basis with potential lessees who have already expressed interest. Such an approach would satisfy the first consideration but perhaps not the others.

An alternative approach would be to combine smaller lease sites into larger parcels and advertise for master developers. The advantage of such an approach is that it reduces the number of lessees the Port has to deal with and often attracts lessees with a higher ability to pay.

The geographic dispersal of the individual sites makes such an approach somewhat difficult. However it would be possible to combine parcels as follows:

- Combine 9,000 sf and 18,200 sf lease sites at existing Harbor entrance
- Combine one acre marine commercial site with Harbor Master building site
- Combine restaurant site and office building site

• Maintain Squalicum Redevelopment area as one lease site

At a minimum, the two office buildings should be developed under one lease and the Squalicum Redevelopment should be maintained as one site.

Regardless of whether the Port chooses to negotiate with individual potential lessees or open it up to additional lessees after regional or national advertising, the Port should structure their leases as follows:

- The leases would be signed only after an option period during which the potential lessees present the Port with satisfactory plans and assurances of financing.
- The leases should be for a term of 20-30 years to allow sufficient time to amortize the cost of improvements. (State law allows up to 50 years.)
- Lease payments should be based on percentage rents wherever possible, e.g., restaurants, with provisions for increases in other rents built in at fixed intervals.

Such a program should largely satisfy the considerations mentioned above.

Signage

A coordinated and consistent system of signage is recommended for all of the Squalicum Harbor development. The intent of setting a framework for the development of signs is to prevent visual clutter and obstruction that often occurs along industrial areas. A system which permits individual tenant flexibility while establishing an overall framework consistent throughout the Port will enhance the image of the Port.

In addition to the basic City and Port standards a unified hierarchy of signs is recommended. This hierarchy is composed of the following elements.

- Landmark: Identifies the total Port project located on Roeder Avenue at the two major entrances to the Harbor. Should also include direction indication.
- Directional: At major intersections within Port significant <u>functions</u> of the Port can be called out in very simple and low key signs at the major street intersections. Such functions as public parking, public boat launch, the Harbor Master.
- Business Names: Signs at individual business low freestanding at curb and flush on building.

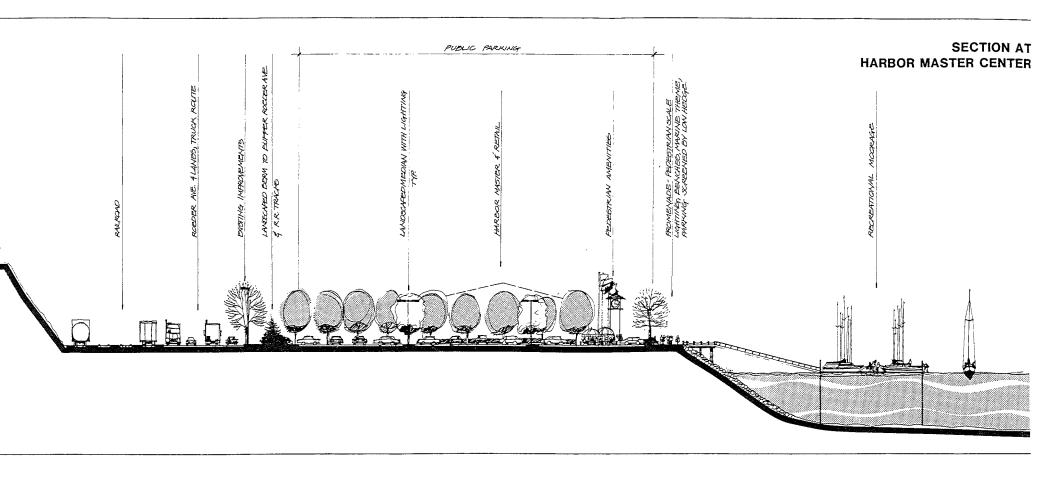
• Pedestrian Signage

Informational signage located along the promenade including:

- Feature kiosks at the major pedestrian viewpoints highlighting activities, services and businesses along the promenade.
- Historical panels highlighting the history of the Bellingham waterfront development, views of foreground islands -- Lummi and Eliza and horizon views of the San Juan Islands; descriptions of marine commercial and industrial operations.
- Service signage identifying public facilities including restrooms and Harbor Master.

Lighting and Security

Lighting serves a primarily functional purpose and contributes to safety and security. The manner in which the lighting is provided though can also create a uniform element within the entire Squalicum Harbor development. Lighting fixtures, their scale and the amount and areas of illumination can be controlled.



SITES

		CIRCULATION			MARINE SERVICE				<u> </u>
STANDARDS	ROADWAYS	PARKING	PROMENADE WALKWAY	OUTFITTING YARD	BOAT REPAIR	SKIFF STORAGE	HARBOR MASTER	WEB HOUSES	VIEW AREAS & PUBLIC PARKS
BUILDINGS			Restrooms along walkway - durable, vandal-resistant materials. Not obstructing water view; where possible, combine with other Port buildings.		Small, 1-story building for storage of small tools, lockers & office.		Simple, attractive office building; maximum of 35' height. Colorful awnings, trim, banners, flags. Retail shops along promenade.	Simple, durable & functional build- ings: maximum 35' height. Oriented north/south as shown on plan to permit views out to open water.	Restrooms along promenade. See "Promenade Walkway"
ACÈESS & PARKING	Primary Roads: 4 lanes, 40' paved & 10' bike lane, 5' sidewalks; under- ground all utili- ties. Secondary Roads: 2 lanes, 20' paved; underground all utilities.	Dimensioned per minimum zoning code requirements with maximum number of compact spaces per- mitted and number of required handicapped stalls. All other zoning code requirements must be met.	See parking requirements for "Parking." Public parking to be landscaped.	Access from 'Point' Road. Screen yard from Park with evergreen plantings.	Auto parking in adjacent commercial moorage lot. Trailer boats in area or out of Port.	Auto parking in adjacent commercial moorage lot. Trailer boat in area or out of Port.	Access at 1 point to Roeder, parking developed with land- scaped medians; minimum of 8' width. Lighting on 20-25' standards.	Minimum landscaping as required by code.	Primarily pedestrian/auto drop-off near.
LIGHTING & SECURITY	25-30' standards with low amount of spillage onto adjacent property. Minimum of 10' away from trees. Aluminum poles painted same dark color throughout.	General lot to have adequate lighting on 20-25' standards. May also have lower bolard or ground light along walk-ways.	Pedestrian lighting 12-15' height, in- candescept & on a marine theme. Ligh- ting in bollards and seat walls. Railing along water in marine theme; i.e., chain & cap- stand.	Security fence, 6-8'. Adequate lighting; 20-25' standards.	Security fence, 6-8'. Adequate lighting; 20-25' standards.	Fenced to be secure, 6-8'. Adequate lighting; 20-25' standards.	Building and parking lot lighting - ade- quate,	Adequate for safety and security but not overil. 20-25' standards in parking lot.	Pedestrian-scale lighting consistent with features on promenade; 12-15' height, low bollard and ground lights.

					SHES			<u> </u>	
		CIRCULATION			MARINE SERVICE				
STANDARDS	ROADWAYS	PARKING	PROMENADE WALKWAY	OUTFITTING YARD	BOAT REPAIR	SKIFF STORAGE	HARBOR MASTER	WEB HOUSES	VIEW AREAS & PUBLIC PARKS
LANDSCAPING	Evergreen shrubs & trees landscaped buffer along industrial uses & Roder 60° R.O.W. Street trees at 30-40° on center.	Landscaped medians between bays & at perimeter. Winimum 8' median with mixture of trees & low ground-cover. May be concentrated at ends of aisles and at 20' intervals along aisles.	18" - 2' seat wall planters; planting located so not to obstruct views to water. Hedges screening parking.	Perimeter plantings permitting surveil- lance, 3-5' above ground unobs- tructed. Early lates along public access & R.O.W park.	Perimeter plantings permitting surveil- lance, 3-5' above ground unobstructed view along public R.O.W.		Landscaped setbacks around building; flowering trees & shrubs.	Concentrated in net repair area: along promenade.	Screen adjoining service yards. Canopy trees for shade & park setting without obstructing views: lawn panels.
SIGNAGE	Street signs as typical throughout Bellingham. Clearly striped vehicle lanes & bike lane distinguished. See description of Signs.	Visible and clear signs at each lot entrance identifying users for each lot.	Historical panels and sidewalk sculpture at view points. 1/4 mile distances marked for joggers, skaters & bikers. Low directional pedestrian-oriented signs.	Direction sign at Roeder in combined sign. Identifying sign at entrance either 3' — or lower freestand- ing or flush on fence.		· •	Combined sign at Reeder; directional sign at public R.O.W. access; identifying sign - low 3' freestanding or on building.	Minimal signage required.	Historical panels and minimal other signage. Interpretive signs of views and marine conditions/features. Information & safety signage.
MAINTENANCE	Occasional street cleaning.	On-going maintenance including occasional street sweeping and cleaning of lots.	On-going maintenance and regairs, es- pectally regular emptying of trash containers, littler clean up and light maintenance. Recycling recom- mended.		Same plus removal of debris accumulation. Recycling recommended.	-	On-going main- tenance/ropair per- formed regularly; as required of pri- vate lease bolders.	Same as private lease plus removal of debris; recy- cing recommended.	In addition to stan- dard maintenance, regular lawn mowing, flower bed mainte- nance.
OTHER	Crosswalks distinguished from road by continuous grade crossing & permanent markings.		Detail treatment, materials & street furniture should be consistent all along promenade. Width may vary, but no less than 15'.		Public viewing plat- form possible at a point along promen- ade.		Public plaza between building & promenade with pedestrian amenities. Marine artifacts - mast with rigging, crow's nest overlook - commissioned sculpture, benches & tables, trash containers, flower beds, weather flags, decorative paving, sidewalk cafe, umbrellas.	Public viewing area with descriptive signage.	Opportunity for special features, sculpture, trellises.

SITES (See Lease Site Map)

FISH PROCESSING SITES ALONG I & J WATERWAY Lease Site #7	RESTAURANT SITE Lease Site #9	OFFICE SITES Lease Site #8	MARINE INDUSTRIAL SITES Lease Site #6	MARINE COMMERCIAL LEASE SITES, RETAIL, BOAT SALES Lease Sites \$2, \$3, \$4, \$5, \$10	SQUALICUM CENTER Lease Site #1
Simple, functional buildings with durable & finish quality treatment. Maximum of 35 height. Able to withstand severe climate. All service operations located in service yard or along wharf. Final approval of design by Port to assure quality & character is consistent with Port development. Uniform setback of building along public R.O.W. for all 3 sites.	High quality restaurant located along promenade, rich in detailing & design. Final approval of design by Port to assure quality & character consistent with Port development. Building and outdoor spaces cannot block public promenade; handicapped accessible.	Marine related offices in simple, attractive buildings. Maximum of 35' height. Port approval of design. Set back from promenade with landscaped buifer. Public access to promenade provided between 2 sites. Service area located away from promenade - see Landscape	Simple, functional, durable finish quality materials & design, able to withstand waterfront climate; maximum 35' height. Final approval of design by Port to assure quality & character consistency.	Simple, functional buildings; durable finish quality; should be sited & of a size to permit views to water. Access along promenade to be maintained; shops oriented to pedestrians.	Continue theme of esplanade development with similar size, shape and materials. Building sited to permit north/ south views to water (similar to web houses).
Service functions have minimum curb cuts and interruption of public R.O.W. Shared service yards. Provide adequate parking but not in excess. Each may use 24 of recreational moorage spaces; Remainder required on-site.	Separate parking for restaurant use to be accessed from public R.O.W. with minimum number of curb cuts. Parking bays to be divided by landsacped medians with both low material and canopy trees; minimum 8' wide medians. Parking lot to be lit. Service area screened by fence; located away from public areas.	Required parking adjacent to lease site. Accessed from public street; 300' minimum between curb cuts. Bays divided by landscaped medians with groundcover and canopy trees, deciduous or evergreen; minimum 8' wide median.	Access to sites by Roeder for heavy trucks; separate from main access road to point. Access to wharf for all sites separate from public R.O.W.	Access from Roeder, but limited number of curb cuts. All parking on site and developed like office and restaurant parking.	All required parking developed on site in same manner as office & restaurants. Planted medians with low evergreen & canopy trees.
Signs to identify without obstructing view to water. Low sign at entrance from street. Maximum 3' height. Larger sign may be mounted flush to building.	Sign to identify without obstructing view to water. Directional sign at Roeder. Also, low enough not to obstruct view to waterfroat. Low level lighting of sign at entrance; uplighting or backlit sign.	Directional sign at Roeder may be combined with other lease holders in one unit sign. Identifying sign flush to building and at entrance (may be on awnings) or on overhanging roof projections.	Identifying signs along Roeder that do not block view to water.	Sign on building or low in planting along street. Consistent with other business sign requirements.	Signs to identify without blocking view to water. Low sign at entrance, maximum 3' height and signs on building or awnings.

SITES (See Lease Site Map)

RDS	FISH PROCESSING SITES ALONG I & J WATERWAY Lease Site #7	RESTAURANT SITE Lease Site /9	OFFICE SITES Lease Site #8	MARINE INDUSTRIAL SITES Lease Site #6	MARINE COMMERCIAL LEASE SITES RETAIL, BOAT SALES Lease Sites #2, #3, #4 #5, #10	SQUALICUM CENTER Lease Site #1
ING RITY	Provide adequate illumination for security and safety lighting at entrances and service yards; fixtures located on buildings.	Adequate illumination for security and safety of both parking and building, but not overlit. Parking lot fixtures to be on 20-25' standards.	Adequate illumination for both security and safety of both parking and building but not overlit. Parking lot fixtures to be on 20-25' standards.	Building entrances & storage areas to be adequately lit for safety, but not over lit. Storage and work yards to be fenced with solid screening - see Landscaping.	Security lighting on building or uplighting from planting areas. Parking lot fixtures on 20-25' standards.	Building entrances and park be adequately lit for safet Parking lot fixtures on 20- standards.
PING	Screen objectionable service yard views from public R.O.W. Solid fence or evergreen planting sufficiently dense to screen; can be combined with berm.	Adequate landscaping to screen parking from adjacent park and promenade; evergreen plants combined with berm. Parking bays planted - see Parking - minimum 8' width. Entrance to building landscaped and set back from parking.	Planted medians between parking beys with groundcover and canopy trees. Screen objectionable service area views from public R.O.W. with solid fence or dense evergreen plant materials.	Screen objectionable views from public R.O.W solid fence or dense evergreen planting combined with berm.	See "Offices"	Planting minimum 10' around building.
INCE	On-going maintenance, upkeep, repair performed regularly. Regular & frequent disposal of garbage. Reapir, replace broken windows, lights, fencing, damaged plants; weeding and painting.		•	•		-
THER	Public "viewing" opportunities recommended. Large window or overlook platform.	"Outdoor" dining along promenade - covered or partially open recommended. Overbanging awnings, colorful flags, banners & covered portecorcher recommended. Colors for awnings, banners, trim selected from nautical blue, green, yellow red & white.	Colors for awnings, etc., selected from nautical blue, green, yellow, red & white.		Colorful awnings, flags, banners - selected from nautical blue, green, yellow red & white.	Concentrate active public siservice & amenities along w. Outdoor seating, shelter sprecommended.

SITES (See Lease Site Map)

	MARINE INDUSTRIAL SITES Lease Site #6	OFFICE SITES Lease Site #8	RESTAURANT SITE Lease Site #9	H PROCESSING SITES ALONG I & J WATERWAY Lease Site #7
r safety, uplighting from planting areas. be adequately lit for safety. Parking lot fixtures on 20-25' to be fenced standards. Parking lot fixtures on 20-25' standards.	Building entrances & storage areas to be adequately lit for safety, but not over lit. Storage and work yards to be fenced with solid screening - see Landscaping.	Adequate illumination for both security and safety of both parking and building but not overlit. Parking lot fixtures to be on 20-25' standards.	Adequate illumination for security and safety of both parking and building, but not overlit. Parking lot fixtures to be on 20-25' standards.	adequate illumination for
ence or building.	Screen objectionable views from public R.O.W solid fence or dense evergreen planting combined with berm.	Planted medians between parking bays with groundcover and canopy trees. Screen objectionable service area views from public R.O.W. with solid fence or dense evergreen plant materials.	Adequate landscaping to screen parking from adjacent park and promenade; evergreen plants combined with berm. Parking bays planted - see Parking - minimum 8' width. Entrance to building landscaped and set back from parking.	objectionable service yard om public R.O.W. nce or evergreen planting intly dense to screen; can ned with berm.
-				maintenance, upkeep, erformed regularly. Lifrequent disposal of replace broken windows, fencing, damaged plants; and painting.
Colorful awnings, flags, banners - selected from nautical blue, green, yellow red & white. Concentrate active public shops, service & amenities along water. Outdoor seating, shelter spaces recommended.		Colors for awnings, etc., selected from nautical blue, green, yellow, red & white.	"Outdoor" dining along promenade - covered or partially open recommended. Overhanging awnings, colorful flags, banners & covered portecorcher recommended. Colors for awnings, banners, trim selected from nautical blue, green, yellow red & white.	riewing" opportunities ied. Large window or platform.
			Overhanging awnings, colorful flags, banners & covered portecorcher recommended. Colors for awnings, banners, trim selected from nautical blue, green,	

Francis San