

**NEW WHATCOM
REDEVELOPMENT PROJECT**

**ENVIRONMENTAL IMPACT STATEMENT
FINAL SCOPING DOCUMENT**

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Port of Bellingham

DATE: July 13, 2007

**New Whatcom
Redevelopment Project**

**Environmental Impact Statement
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TABLE OF CONTENTS

1.	Introduction	Page 1
2.	Master Planning and Public Participation	Page 2
3.	Applicant's Objectives	Page 3
4.	EIS Approach	Page 5
5.	Location of Proposal	Page 6
6.	Description of Proposal	Page 6
7.	Description of Alternatives to be Evaluated in the EIS	Page 7
	a. Alternative 1- Higher Density Alternative	Page 10
	b. Alternative 2- Medium Density Alternative	Page 11
	c. Alternative 3- Lower Density Alternative	Page 13
	d. Alternative 4- No Action Alternative	Page 14
8.	Elements of Environment	Page 15
9.	Appendices	
	a. Determination of Significance	
	b. Background of Project	
	c. Figures/Maps	

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1. INTRODUCTION

The Port of Bellingham (Port) has been analyzing long-term redevelopment opportunities for the “New Whatcom Redevelopment Project” site as part of an ongoing master planning process. The Port will work with the City of Bellingham (City) to develop a Master Development Plan and a Development Agreement that will guide long-term redevelopment of the project site. The Port will also consider amendments to the Port’s *Comprehensive Scheme of Harbor Improvements* incorporating the Master Development Plan. Concurrently with the approval of a Development Agreement, it is expected that the City will adopt a new Sub-area Plan for the area (to be known as the New Whatcom Master Development Plan), along with implementing land use regulations and a Planned Action Ordinance.

The Port of Bellingham, as project proponent and lead agency, has determined that an Environmental Impact Statement (EIS) shall be prepared for the proposal pursuant to the State Environmental Policy Act (SEPA) (RCW 43.21C). A Determination of Significance (DS) was issued on April 17, 2007. Preparation of an EIS pursuant to SEPA by the lead agency will ensure that environmental analysis is incorporated into the project review process, that any potential significant adverse environmental impacts are reviewed, and mitigation of those potential impacts are addressed in the EIS and during project review processes.

Following the receipt of written and verbal comments from agencies and the public during the scoping comment period, this final scope of the environmental analysis of the EIS is established. This final scope of the EIS describes the

categories of environmental information, the range of proposed alternatives and the environmental impacts that will be studied.

This final scoping document provides a discussion of the background of the project and a description of the Proposed Action(s), EIS Alternatives, and elements of the environment preliminarily identified for consideration and analysis. The following areas have been identified for discussion in the EIS: Earth, Air Quality, Water Resources, Plants and Animals, Environmental Health, Noise, Land Use, Population/Employment and Housing, Aesthetics/Light and Glare, Historic and Cultural Resources, Transportation, Public Services and Utilities.

Based on the final scope identified herein, the SEPA Official will direct preparation of a Draft Environmental Impact Statement (DEIS) to be issued for public comment. After receiving comments about the DEIS from agencies, tribes and the public during a thirty (30) day comment period, the SEPA Official will then consider the comments and issue a Final Environmental Impact Statement (FEIS). This FEIS will provide decision makers with relevant information needed to make decisions about the Proposed Actions.

If you have questions regarding the Proposed Project, you may contact Carolyn Casey, Communications Manager at the Port of Bellingham at:

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2. MASTER PLANNING AND PUBLIC PARTICIPATION

Over the past four years, the Port and City have continued the planning process for the New Whatcom project site, and have engaged two citizen advisory committees (the Waterfront Futures Group (WFG) from 2003-2005, and the Waterfront Advisory Group (WAG) from 2005-2007, state and federal agencies, tribes, the City Planning Commission, consultants, elected officials and the community in this process. In March 2006, a set of “strategic guidelines” was presented to the Port Commission and City Council. These guidelines were derived from the WFG guiding principles based on four major goals, including:

1. Improve waterfront access;
2. Restore the health of land and water;
3. Promote a healthy and dynamic waterfront economy; and
4. Reinforce the inherent qualities of each place on the waterfront.

Under each goal, a set of principles and implementation strategies were identified to guide the master planning process.

As part of planning and public participation efforts, open houses, workshops and public meetings were held in 2006, and preliminary design concepts were formulated which were then presented to the public for comment. Various design concept proposals were submitted by a number of independent parties and numerous comments were provided by the public.

In September 2006, a *Draft Framework Plan* was prepared by the Port and the City based on the comments and recommendations received over the multi-year planning effort. This *Draft Framework Plan* was used by the Port and City in their assessment of the potential financial implications of long-term redevelopment of the site. Over the past several months, refinement of the assumptions contained in the *Draft Framework Plan* has occurred to arrive at various alternative concepts to be evaluated in this EIS (see discussion of **Alternatives** later in this document). Results of the EIS evaluation will lead to further refinements and the formulation of a preferred Master Plan for the New Whatcom project site. Multiple opportunities for public review and input will occur through the EIS and master planning process prior to the final adoption of the Master Plan, a Development Agreement, and associated implementing regulations.

3. APPLICANT'S OBJECTIVES

The Port of Bellingham's objectives for the New Whatcom Redevelopment Project are based on the past and ongoing master planning process and analysis of: site and site area conditions; environmental, land use, economic and market considerations; and future redevelopment opportunities. The public planning process, highlighted above, led to a set of guiding principles and implementation strategies which are used, together with other relevant documents, as background for the Port's objectives identified below.

For purposes of SEPA (WAC 197-11-440), the following are the Port's objectives:

1. Redevelop the industrial site into a mixed use, waterfront neighborhood providing opportunities for a range of uses and activities. Create a vibrant area that integrates water-dependent uses and open space with new office, retail, services, institutional, and residential uses, and enhances the economy and livability of the area.

2. Connect the New Whatcom Redevelopment project with surrounding neighborhoods including the Central Business District by: ensuring that the redevelopment is compatible with adjacent areas; encouraging uses that complement, not replace, neighboring uses; and integrating new roadway, pedestrian access and trails with surrounding systems.
3. Provide community benefits through the phased construction of public open spaces and beaches, pedestrian trails, and moorage for small vessels that fit within the overall intent of the redevelopment plan.
4. Identify opportunities to restore, enhance and create habitat along the waterfront environment within the context of creating an economically-viable redevelopment.
5. Ensure that redevelopment is compatible with environmental remediation efforts.
6. Enhance the region's economic vitality by creating conditions that are attractive to a range of employment opportunities and businesses, including water-related industries, research and development ventures, goods and service establishments, and educational and cultural facilities.
7. In conjunction with the City of Bellingham, construct an integrated and economically-responsible infrastructure network and public amenities that adequately support phased, long-term redevelopment of the site and stimulate private investment in the project. The ability to provide the infrastructure and public amenity system should be derived from grants and the sale or lease of redevelopment parcels by the Port and from grants, bond financing and tax revenues by the City. These sources of capital will be used to offset the initial and ongoing investment in infrastructure and amenities to minimize subsidy from the general tax base of the Port or City.
8. Increase public access to the waterfront by developing pedestrian, bicycle and vehicular connections to/from the site and an interconnected system of trails, viewpoints, walkways, streets, parking and boat moorage facilities. Encourage use of non-motorized transportation modes.
9. Work with non-profit organizations and developers to provide opportunities for a mix of housing products affordable to a range of employees on the site.
10. Work cooperatively with the City of Bellingham and the public to adopt a Master Plan and Development Agreement that provide the necessary predictability, consistency and expediency for long-term success of the

redevelopment, and allow for flexibility to respond to market factors over time.

11. Encourage sustainable and “green” development practices as part of future building and infrastructure design and construction at the site.
12. Incorporate features into the planned marina to complement future mixed-use redevelopment, including: boat slip configurations, public walkways/small parks around the perimeter of the marina, and enhanced habitat opportunities.
13. Continue to coordinate with state, federal and local agencies, tribes, organizations, institutions, the public and the private sector to facilitate redevelopment planning and implementation that is successful and an asset to the community.

4. EIS APPROACH

The EIS is intended to address the probable significant adverse impacts that could occur as a result of the approval by the Port of amendments to the *Comprehensive Scheme of Harbor Improvements*, adoption by the City of the Master Plan and implementing regulations, and potential future redevelopment activities on the site during the 20 year build-out horizon. A sufficient range of redevelopment alternatives with accompanying level of detail and analysis will be identified and analyzed to provide decision makers with relevant information needed to make decisions about the Proposed Actions.

It is also proposed that certain elements of future redevelopment of the New Whatcom project site be designated by the City of Bellingham as a Planned Action, pursuant to SEPA (WAC 197-11-168(C)). Under SEPA, the basic steps in designating Planned Action projects are to: 1) prepare an EIS; 2) designate the project a Planned Action by adoption of an ordinance; and, 3) review future applications for redevelopment permits for consistency with the designated Planned Action. After completion of the New Whatcom EIS, it is contemplated that the City of Bellingham will adopt the New Whatcom Planned Action Ordinance

Development projects anticipated to be included in the Planned Action Ordinance will be identified in the EIS. The City’s Planned Action Ordinance, once adopted, will reflect a decision that adequate environmental review has been completed for those identified projects and that further environmental review under SEPA will not be necessary if it is determined that future redevelopment is consistent with the redevelopment assumptions and required mitigation specified in the Planned Action Ordinance. The Planned Action Ordinance would pertain to

future development features that can be reasonably defined at this time for environmental review purposes and that will be subject to City of Bellingham permit approvals. Specific projects that cannot be reasonably defined at this stage to allow full environmental review could require additional environmental review at the time of permit application submittal, including review under SEPA and the National Environmental Policy Act (NEPA). For future redevelopment projects subject to state and federal permits, the appropriate agencies will determine whether further environmental review is required.

5. LOCATION OF THE PROPOSAL

The New Whatcom project site includes approximately 220 acres of contiguous waterfront property in central Bellingham (see **Vicinity Map, Figure 1**). The site lies within the City of Bellingham's Central Business District Neighborhood Planning area. The site is generally bounded by Bellingham Bay to the west, Roeder Avenue, and State Street. The Central Business District Neighborhood is generally bounded by the Columbia and Lettered Streets neighborhoods to the north; the Sunnyland and York neighborhoods to the east; and Cornwall Avenue and the Sehome and South Hill neighborhoods to the south.

6. DESCRIPTION OF THE PROPOSAL

As described above, the Port has been analyzing long-term redevelopment opportunities for the New Whatcom project site. (See **Site Map, Figure 2**). The Port and the City are working together to formulate and implement a Master Plan that would, if approved, transform the New Whatcom area into a new neighborhood with residences, shops, offices, marine and light industry, institutional uses (e.g. Western Washington University), as well as parks, trails and shoreline habitat along the Bay and visitor moorage facilities. The Master Plan would include substantial new opportunities for public access to the waterfront that do not exist under current conditions. At this stage of the process, a preferred Master Plan for the site has not been determined. Further evaluation and public input (via the Draft EIS, ongoing master planning, and ultimately the Port's and City's decision-making processes) will lead to consideration and adoption of a Master Development Plan for New Whatcom. In order to disclose environmental information relevant to the consideration and adoption of a new Master Plan, this EIS will evaluate alternative Master Plan and redevelopment scenarios (Alternatives) that encompass a full range of land use intensities and densities that the site could potentially accommodate over the long-term. A description of the Alternatives identified for evaluation in the EIS follows the description of the Proposed Actions below. These Proposed Actions include:

Proposed Actions of the Port of Bellingham

- Approval of amendments to the Port's *Comprehensive Scheme of Harbor Improvements*.
- Development of a proposal to the City of Bellingham for a detailed Master Development Plan (MDP) for the New Whatcom Redevelopment Area.
- Approval of a Development Agreement between the Port of Bellingham and the City of Bellingham.

Proposed Actions of the City of Bellingham

- Adoption of a Master Development Plan (MDP) for the New Whatcom Redevelopment Area which will be, for GMA purposes, a "Subarea Plan" and will detail the location, scale and mix of uses, infrastructure improvements, public access amenities, and phasing for each site area.
- Approval of a Development Agreement between the City of Bellingham and the Port of Bellingham which will identify implementing land use regulations for the site (zoning, subdivision, design standards), and will identify infrastructure requirements, phasing, and development standards for each site area within the MDP, to be incorporated into the City's land use and shoreline regulations.
- Adoption of a Planned Action Ordinance.
- Future permits for infrastructure improvements, construction projects, and redevelopment activities within the planning area over the build-out period.

7. DESCRIPTION OF THE ALTERNATIVES TO BE EVALUATED IN THE EIS

The EIS will address the probable significant impacts of the redevelopment Alternatives and the No-Action Alternative. As indicated above, at this stage of the process, there is no preferred plan for redevelopment of the New Whatcom site. The Port is interested in assessing the differences among a range of long-term redevelopment scenarios based on environmental impacts, land use and transportation implications, and public input. Therefore, this EIS will analyze a range and mix of lower density to higher density redevelopment options. Redevelopment will be analyzed for two time periods: 2016, which represents an interim redevelopment stage, and 2026, which is assumed to represent build-out of the project.

For purposes of the environmental review, three redevelopment Alternatives, one sub-alternative and the No Action Alternative have been proposed for consideration. These five Alternatives represent a full range of land use intensities and densities that the site could accommodate in light of the: Port's objectives as applicant (see Applicants Objectives above); the Port's, City's and the public's vision, goals and principles; the existing and proposed regulatory framework (Comprehensive Plan, Shoreline and other pertinent regulations); and economic and market factors. The Alternatives represent the range of potential redevelopment of the project area for analysis in the EIS; however, *none of the Alternatives should be considered a definitive plan for the New Whatcom project site at this time.* The Alternatives function to provide representative levels and types of redevelopment and supporting infrastructure that could be achieved over time and that can be evaluated in the context of the EIS process.

As part of the master planning and decision-making process, a different mix and configuration of land uses within the range of Alternative redevelopment scenarios could be selected as the preferred plan by the Port and the City (and features of the Alternatives could be mixed and matched to arrive at a preferred plan). For example, the type and density of land uses could be ultimately mixed and matched with the level of infrastructure improvements and park and open space acreage as part of the Master Plan process; it is expected that the parameters reflected in the adopted Master Development Plan would be within the range of assumptions and impacts tested in the EIS.

For descriptive purposes, the New Whatcom site has been divided into Redevelopment Areas, including 10 upland areas and adjacent aquatic land (see **Figure 3**).

Existing Conditions

Currently, the Port owns and/or manages approximately 193 acres on the site, which includes the Georgia Pacific Tissue Mill, the Tissue Warehouse, the Aerated Stabilization Basin (ASB), the Bellingham Shipping Terminal, and other industrial lands within the site area.

Another approximately 17 acres of the site contain various marine industrial and industrial uses that are owned by other parties. The City of Bellingham owns approximately 9.5 acres in Redevelopment Areas 1 and 10 of the site. The remainder of the non-Port owned property is held in private ownership, including the PSE Encogen Facility in Redevelopment Area 6, the R.G. Haley parcel in Redevelopment Area 10, and several other privately-owned parcels in Redevelopment Area 1. A Burlington Northern Santa Fe (BNSF) railroad corridor traverses through a portion of the site; this right-of-way is owned by the BNSF.

Separate Actions/Background Projects

There are a number of separate projects known to be planned or proposed on the site and in the site area that will be analyzed on a cumulative basis together with the New Whatcom redevelopment scenarios. These separate projects would occur independent of New Whatcom redevelopment, subject to applicable permits and approvals. Separate projects that are currently contemplated by the Port, City or other entities (including public and private proposals) will be described and analyzed in combination with the EIS Alternatives. These separate projects, described and analyzed in the EIS, would not be subject to the Planned Action Ordinance, and determinations regarding the need for further environmental review would be made by the applicable lead agency under SEPA or NEPA at the time applications for the projects are submitted for review and approval.

For example, the Port of Bellingham is contemplating certain improvements at the Bellingham Shipping Terminal to accommodate large vessels. These improvements are planned independent of the New Whatcom redevelopment, and would be addressed on a cumulative basis in the EIS.

Assumptions

The redevelopment Alternatives (Alternatives 1 through 3) will assume that the Puget Sound Energy Encogen facility remains in operation through the year 2016 and will relocate or abandon its operations by 2026 and that this portion of the site would be available for redevelopment. The No Action Alternative will assume the Encogen facility remains in operation through 2026.

Three of the four redevelopment Alternatives will assume that the current BNSF railroad corridor on the site will be relocated to the eastern border of the site, adjacent to the bluff; Alternative 1 and Alternative 2 will assume relocation of the railroad corridor by 2016, and Alternative 2A will assume relocation of the railroad corridor by 2026. Alternative 3 and the No Action Alternative will assume the railroad corridor remains in its current location. The railroad corridor relocation would be subject to a specific permitting and environmental review process that could be undertaken by BNSF in the future.

The redevelopment alternatives will assume that the Georgia Pacific (GP) Tissue Mill will cease operations prior to 2016, and that the mill and other associated GP facilities will be demolished and remediated per MTCA requirements.

The No Action Alternative will assume that the Proposed Actions would not be approved or implemented (i.e. the Master Plan and Development Agreement would not be approved); therefore, this Alternative assumes that the site would

remain in its Industrial zoning classification. It is further assumed that some level of redevelopment would occur on the site consistent with the current industrial zoning over the 20-year build out horizon, including new industrial development and a new marina, boat launch, and boat haul-out facilities consistent with existing zoning and the Port's condemnation action. (An alternative marina configuration will also be analyzed under Alternatives 1 through 3 - see below under Alternative 1 for discussion on the alternative marina configuration.); the analysis of this alternative marina configuration will include a comparison to the marina described and analyzed under the No Action Alternative.

Initial Infrastructure Stage/Early Action Projects

In accordance with the January 4, 2005 Interlocal Agreements, the Port and the City are in the process of defining preliminary "early action" projects or certain infrastructure elements that could be constructed in the early phases of the redevelopment project. Therefore, for all EIS Alternatives, some level of initial infrastructure redevelopment will be assumed. These early action projects could precede building redevelopment activities and could include: at grade roadway improvements; the marina; and, certain onsite parks, trails, utilities, and open space elements. For purposes of environmental review, it is assumed that the early action infrastructure projects would be similar for all redevelopment Alternatives. The balance of infrastructure for the New Whatcom project would be constructed in phases as redevelopment occurs over time.

Alternative 1 – Higher Density Alternative

Alternative 1 (see **Figure 4**) includes the highest level of density, the most extensive infrastructure network, and the largest array of park, trail, and open space amenities. Alternative 1 assumes a total of approximately 7.5 million sq. ft. of total floor space for mixed-use redevelopment over the 20-year planning horizon. Redevelopment will be analyzed for two time periods – 2016 which represents an interim redevelopment stage, and 2026 which is assumed to represent build-out of the project. This Alternative would include approximately 3.36 million sq. ft. of redevelopment with employment-generating uses including institutional, office, light industrial and marine-related uses (of the total; employment space, approximately 450,000 sq. ft. would be marine industrial use space). This Alternative also includes approximately 3.69 million sq. ft. of residential redevelopment as multi-family housing units. Included within Alternative 1 is 445,000 sq. ft. of retail redevelopment with goods and services uses.

Building heights would be assumed to be the highest under Alternative 1 and could reach 17 to 20 stories in some areas of the site.

The most extensive infrastructure, roadway and utility systems would be developed under Alternative 1, including new roads onsite, road connections to existing streets, bridges, and parks and trails throughout the site. As currently assumed, the following infrastructure projects would occur under Alternative 1: upgrade C Street, F Street and Hilton Avenue to provide improved access to Area 1 of the site; upgrade Laurel Street on the site from Cornwall Avenue to the Whatcom Waterway; extend Commercial Street to Oak Street; extend Cornwall Avenue on the site to Area 10; upgrade the Central wharf and extend Central Avenue to Laurel Street; build Maple Street through Area 2 of the site; extend Bay Street to Laurel; provide the Broadway Pedestrian Connection; complete potential bridge accesses to the site located at Bay, Laurel, Cornwall and Commercial; construct a potential Wharf Street flyover; and, construct a potential pedestrian bridge over the Whatcom Waterway.

The vast majority of parking capacity under Alternative 1 would be provided via structured parking garages.

Under this Alternative, approximately 33 acres would be set aside for parks, trails and open space. Parks and open space would include a mix of active and passive recreation opportunities with both hardscape and landscape elements. Large parks and trail projects would include: the Cornwall Park, a Pedestrian Bridge over the Whatcom Waterway, a Waterfront Park, a Wharf Street Trail, an Over-Water Trail Connection to Boulevard Park, and the Broadway Pedestrian Connection. In addition to the 33 acres of parks/trails/open space, additional open space area would be created on-site including landscaped area associated with buildings, plazas and other public/private gathering spaces.

Under this Alternative, it is assumed that a marina with a different configuration from that assumed under the No Action Alternative will be constructed. This alternative marina configuration will feature a different number of moorage slips, and additional public access and habitat features to complement mixed use redevelopment (including a public walkway around the marina).

It is assumed under this Alternative that the BNSF railroad corridor would be relocated by 2016 to the eastern boundary of the site, adjacent to the bluff. Under this Alternative, the PSE Encogen Plant would continue operations on the site for the 2016 timeframe but would be assumed to cease operations by 2026.

Alternative 2 - Medium Density Alternative

Alternative 2 (see **Figure 5**) is the medium range redevelopment scenario. As compared to Alternative 1, this Alternative includes a reduced level of density, infrastructure network, and array of amenities. Alternative 2 assumes a total of approximately 6.0 million sq. ft. of total floor space for mixed-use redevelopment

over the 20-year planning horizon. Redevelopment will be analyzed for the two time periods – 2016 and 2026. This Alternative would include approximately 2.80 million sq. ft. of redevelopment with employment-generating uses including institutional, office, light industrial, and marine-related uses (of the total; employment space, approximately 450,000 sq. ft. would be marine industrial use space). This Alternative also includes approximately 2.82 million sq. ft. of residential redevelopment as multi-family housing units. Included within Alternative 2 is 375,000 sq. ft. of retail redevelopment with goods and services uses

Building heights would be assumed to be less than under Alternative 1 and could reach 12 stories in some areas of the site.

As currently assumed, the level of infrastructure, roadway and utility systems would include new roads on-site, road connections to existing streets, bridges, and parks and trails at a level that would be slightly less than Alternative 1. Major infrastructure projects included in Alternative 1 but not considered in Alternative 2 would include the Cornwall Bridge, Wharf Street Flyover, and the Broadway Pedestrian Connection. In addition, Cornwall Avenue would be closed between the railroad crossing and Oak Street.

The majority of parking capacity under Alternative 2 would also be provided via structured parking garages.

Under Alternative 2, approximately 24 acres would be set aside for parks, trails, and open space, less than in Alternative 1. Parks and open space would include a mix of active and passive recreation with both hardscape and landscape elements. In addition to the 24 acres of parks/trails/open space, additional open space area would be created on-site including landscaped area associated with buildings, plazas and other public/private gathering spaces.

A marina similar to that described under Alternative 1 is assumed.

It is assumed under this Alternative that the BNSF railroad corridor would be relocated to the eastern boundary of the site by 2016. Under this Alternative, the PSE Encogen Plant would continue operations on the site for the 2016 timeframe, but would be assumed to cease operations by 2026.

Alternative 2A – Medium Density Alternative with Delayed Railroad Relocation and Modified Roadway System

Alternative 2A would be similar to Alternative 2, with the following differences: the relocation of the railroad corridor would occur by 2026; the Cornwall Bridge would be provided; and, Cornwall Avenue would remain open between the

railroad crossing and Oak Street. The timing of certain roadway improvements would also differ from Alternative 2 (relative to the 2016 and 2026 time periods).

Alternative 3 - Lower Density Alternative

Alternative 3 (see **Figure 6**) includes the lowest level of density, infrastructure network, and array of amenities, as compared to Alternatives 1 and 2. Alternative 3 assumes a total of approximately 4.0 million sq. ft. of total floor space mixed-use redevelopment over the 20-year planning horizon. Redevelopment will be analyzed for the two time periods – 2016 and 2026. This Alternative would include approximately 2.15 million sq. ft. of redevelopment with employment-generating uses including institutional, office, light industrial, and marine uses (of the total; employment space, approximately 450,000 sq. ft. would be marine industrial use space). This Alternative would also include approximately 1.59 million sq. ft. of residential redevelopment as multi-family housing units. Included within Alternative 3 is 260,000 sq. ft. of retail redevelopment with goods and service uses.

Under Alternative 3, it is assumed that building heights would be lower than in Alternatives 1 and 2, and could reach 6 stories in some areas of the site.

Infrastructure, roadway, and utility systems would be developed under Alternative 3 at a level that would be generally less than in Alternatives 1 and 2. Major infrastructure projects included in Alternative 1 or 2 but not in Alternative 3 would include the Laurel/Commercial/Cornwall bridge accesses, the extension of Commercial Street to Oak Street, the Wharf Street Flyover, and the Broadway Pedestrian Connection.

The majority of parking under Alternative 3 would be accommodated through surface lots and street parking.

Under this Alternative, approximately 15 acres would be set aside for parks, trails, and open space. Parks and open space would include a mix of active and passive recreation with both hardscape and landscape elements. In addition to the 15 acres of parks/trails/open space, additional open space area would be created on-site including landscaped area associated with buildings, plazas and other public/private gathering spaces.

A marina similar to that described under Alternative 1 is assumed.

Under this Alternative, it is assumed that the BNSF railroad corridor would remain in its current alignment. Under this Alternative, the PSE Encogen Plant would continue operations on the site for the 2016 timeframe but would be assumed to cease operations by 2026.

Alternative 4 - No Action Alternative

The No Action Alternative is what will likely occur on the site if the Proposed Actions are not approved and redevelopment with a mix of uses does not occur. This condition for the New Whatcom project site includes five primary elements: 1) Redevelopment of vacant and underutilized land and buildings for light industrial use consistent with existing industrial zoning; 2) a new marina, boat launch, and boat haul-out facilities consistent with existing zoning and the Port's condemnation action; 3) at grade improvements to C Street, F Street and Hilton Street to provide improved access to Area 1 of the site; 4) the City's construction of a new link of the Coast Millennium Trail via an over-water trail connection from the Cornwall Landfill portion of the site (Area 10) southwest to Boulevard Park; and, 5) minor improvements to the existing pier at the Shipping Terminal (**See Figure 7**).

With regard to the ASB, the planned land use for that facility if no action were taken on the New Whatcom site redevelopment would be the creation of a new marina. There have been years of planning and environmental study focused on cleaning up the ASB for potential use as a marina, including a moorage demand study, marina siting analysis, amendments to the Port's Scheme of Harbor Improvements, remedial investigation/feasibility studies and other public documents. These efforts will be incorporated into and referenced in the EIS. Under the No Action Alternative, the marina will include new moorage slips, associated habitat features, and marine support infrastructure. Redevelopment of the ASB as a new marina will be coordinated with the remediation of the Whatcom Waterway site under the MTCA.

This Alternative assumes that a total of 2,165,000 million square feet of industrial uses would occur on the site, including 1,040,000 square feet of new industrial development, including marine industrial, over the 20-year period. Boat launch facilities would be provided and minor improvements to the existing pier at the Shipping Terminal would also be provided.

Under this Alternative, no other new parks or amenities would be constructed on the site.

This Alternative assumes the BNSF railroad corridor would remain in its current location. This Alternative assumes the PSE Encogen Plant would continue operations on the site for the 2016 and 2026 timeframes.

8. ELEMENTS OF THE ENVIRONMENT

The lead agency has identified the elements listed below for discussion in the EIS. For each element, the EIS will evaluate the potential for significant impacts associated with construction (both infrastructure and the balance of redevelopment); operations; and cumulative conditions. The potential for significant impacts under each EIS Alternative, including the No Action Alternative, will be evaluated. Appropriate mitigation measures will be identified based on analysis of the Alternatives, as relevant.

Earth

- Description of existing topographic, geologic, soil and groundwater conditions on the New Whatcom site and immediately surrounding area.
- Evaluation of anticipated excavation and grading associated with construction of infrastructure and redevelopment.
- Assessment of potential for erosion during construction.
- Discussion of potential geologic hazards including seismic hazards and resulting potential for liquefaction.
- Discussion of potential vibration impacts resulting from redevelopment activities including construction, construction and truck traffic and re-located railroad operations.
- Analysis of overall suitability of soils to accommodate redevelopment.
- Discussion of potential for impacts to the site from tsunamis.

Air Quality

- Description of existing air quality conditions and primary sources of emissions on the New Whatcom site and surrounding area, including the most recent air quality data compiled by applicable agencies.
- Description of anticipated dust and emissions to be generated during construction.
- Description of emissions during operation, including industrial uses, traffic, marina and other marine traffic (including large vessels) and the co-generation plant.
- Analysis of emission impacts on potentially sensitive receivers, including onsite and adjacent residential areas.

Water Resources

- Description of existing stormwater system on the site, including outfalls.
- Description of existing drainage sub-basins containing site runoff and any onsite facilities that convey offsite runoff to the Bay.
- Identification of any capacity constraints associated with existing outfalls.

- Description of any existing water quality treatment facilities on the site.
- Discussion and analysis of proposed temporary and permanent stormwater systems on the site (including any new or relocated outfalls).
- Discussion of proposed temporary and permanent stormwater management systems for road improvements associated with the redevelopment.
- Analysis of peak stormwater flows and outfall conditions with redevelopment.
- Assessment of potential for surface water quality and quantity impacts during construction and operation of the redevelopment and marina.
- Description of proposed stormwater quality treatment facilities and analysis of pre-development conditions and post-development pollutant levels.
- Discussion of potential inundation levels based on estimates of the extent to which global warming could affect water levels in Bellingham Bay.

Plants and Animals

- Description of the existing upland and marine plants and animal communities on the site and in the vicinity.
- Description of the existing fisheries habitat and resources in Bellingham Bay, Whatcom Creek, and other shoreline areas of the site.
- Identification of the presence of any Endangered Species Act (ESA) threatened, candidate or local species of importance in the site vicinity.
- Analysis of potential impacts to ESA listed species.
- Description of impacts and/or enhancement associated with shoreline improvements, including redevelopment of a marina in the ASB¹ and its associated habitat features.
- Analysis of potential impacts to plants, animals, and fisheries habitat/resources from redevelopment, including features within the shoreline environment.
- Analysis of potential impacts to plants, animals and fisheries habitat/resources from marina operations, boat traffic, boat wakes and large vessel operations.
- Description of any existing on-site wetlands or off-site wetlands that convey water onto the site.
- Analysis of potential impacts to any on or off-site wetlands from redevelopment.

Environmental Health

- General description of existing areas of contamination on the site.

¹ *The impacts of the construction and operation of the marina will be analyzed in this EIS under the No Action Alternative. An alternative marina configuration will also be analyzed under Alternatives 1 through 3.*

- Discussion of the ongoing remediation process under MTCA, and as called for in the Bellingham Bay Demonstration Pilot and Comprehensive Strategy.
- Discussion of the relationship of the EIS Alternatives to the Whatcom Waterway Cleanup and environmental review.
- Relationship of redevelopment to the remediation process under MTCA given known and unknown site contamination areas.
- Discussion of applicable cleanup standards and methods relative to the EIS Alternatives.
- Analysis of potential impacts from construction and operational activities of the redevelopment in proximity to contaminated and/or capped areas.

Noise

- Description of existing noise levels on the site and in the site vicinity.
- Identification of noise sensitive receivers in the area, including any residential areas.
- Discussion of anticipated noise conditions during construction of infrastructure and redevelopment.
- Analysis via modeling of anticipated noise conditions with occupancy of site redevelopment, including site population, HVAC systems and industrial operations; noise conditions associated with new vehicular traffic; and noise associated with the proposed relocation of the railroad line².
- Analysis of anticipated noise conditions and the relationship with sensitive noise receivers on and adjacent to the site.

Land and Shoreline Use

- Description of existing land uses and the land use character of the site and site vicinity.
- Description of the bulk and scale character of existing buildings on and adjacent to the site.
- Relationship between proposed uses and existing uses to remain on the site.
- Relationship between proposed uses and surrounding uses, including commercial, industrial, residential, and recreational uses.
- Relationship of a new mix of uses on site with the surrounding CBD and other adjacent neighborhoods.
- Relationship between the bulk and scale of new buildings on the site and existing buildings in the site vicinity.

² Analysis of noise conditions assuming redevelopment with retention of the existing rail alignment will be analyzed under Alternative 3, and noise conditions assuming new redevelopment uses in proximity to the cogeneration plant will be analyzed under Alternatives 1 through 3 for the year 2016.

- Relationship of the proposal to applicable Port and City plans and policies (including the Comprehensive Plan, the CBD Neighborhood Plan, and the Shoreline Master Program).
- Relationship of proposed infill redevelopment of the site to broader City GMA goals and future land use patterns.
- Description of assumed uses within the shoreline area under all EIS Alternatives and analysis of potential impacts related to public access and enjoyment of the shoreline.

Population, Employment and Housing

- Description of existing employment on the site.
- Description of existing and forecasted population, employment and housing in the City.
- Discussion of future employment and housing targets for the City and the CBD Neighborhood.
- Description of new estimated site population, employment, and housing associated with the Alternatives.
- Description of affordable housing opportunities associated with the Alternatives.
- Relationship between the new estimated site population, employment, and housing to City of Bellingham growth forecasts and targets.

Aesthetics/Light and Glare

- Description of the existing aesthetic character of the New Whatcom site and surrounding area.
- Description of potential viewpoints and view corridors in the area.
- Description of existing light and glare conditions on the site and in the site vicinity.
- Description of potential changes in the aesthetic character on the site with redevelopment under the Alternatives.
- Analysis of potential view changes from identified relevant view points due to redevelopment under the Alternatives, including visual simulations illustrating potential building heights and infrastructure elements under the Master Plan alternatives (views from 10 to 15 representative viewpoints around the site will be simulated).
- Analysis of potential view impacts along the shoreline (including development of the marina) .
- Analysis of potential for light and glare impacts during site redevelopment construction and operation.
- Description of potential wind impacts from building design and site layout.

Historic and Cultural Resources

- Description of any known cultural and archaeological resources on the site and in the site vicinity, including resources of the Lummi and Nooksack Tribes.
- Description of the architectural history of the site and site vicinity and identification of any site structures listed on or eligible for local, state and federal registers.
- Analysis of any potential for impacts to resources of historic, cultural and/or archaeological significance, including resources of the Lummi and Nooksack Tribes.
- Analysis of any potential for impacts to historical resources, including any listed structures.

Transportation

- Description of the existing roadway network on the site and in the site vicinity.
- Description of existing accident/safety conditions in the area.
- Description of existing vehicular traffic volumes and intersection and operational conditions for the study area containing up to 35 intersections.
- Description of existing parking conditions in the site vicinity.
- Description of existing pedestrian and bicycle facilities on the site and in the site vicinity.
- Description of existing railroad operations through the site and in the area.
- Description of marine traffic conditions in Bellingham Bay.
- Description of planned transportation and transit projects in the site vicinity.
- Discussion of transportation infrastructure improvements proposed as part of the EIS Alternatives, including potential bridge access to the site located at Laurel, Cornwall, Commercial, and/or Bay Street, and may include a pedestrian bridge over the Whatcom Waterway.
- Analysis of trip generation and distribution from redevelopment under the Alternatives for the years 2016 and 2026.
- Analysis of traffic conditions at identified intersections for the years 2016 and 2026.
- Evaluation of proposed parking supply and relationship to existing supply in the area.
- Analysis of the traffic and safety conditions associated with relocation of the existing rail line, including discussion of any new at-grade rail crossings on the site and in the site vicinity and relationship to vehicular and pedestrian traffic³.

³ *Analysis of traffic conditions assuming redevelopment with retention of the existing rail alignment will be analyzed under Alternative 3.*

- Discussion of operational and parking conditions associated with the marina, boat launch, and other temporary moorage facilities.
- Discussion of operational and truck traffic conditions associated with increased large vessel use of the Bellingham Shipping Terminal.
- Discussion of marine traffic conditions in Bellingham Bay as it relates to operation of the marina and other facilities.
- Relationship of redevelopment under the Alternatives to operations of the marina and moorage facilities in the Whatcom Waterway.
- Description of proposed non-motorized and pedestrian facilities and connections and their relationship to existing facilities.
- Identification of new opportunities for transit usage as part of the proposed site redevelopment. Discussion of other redevelopment features to reduce single-occupant vehicles.

Public Services (not including Utilities)

- Description of existing staffing, equipment and service levels of the City of Bellingham, including fire, police, emergency services, street maintenance, and parks.
- Description of existing demands on public services generated by existing site uses.
- Identification of any planned improvements to service facilities.
- Description of existing and projected enrollment and capacity for applicable schools in the Bellingham School District.
- Identification of any planned improvements to area schools.
- Identification and description of park, trail and shoreline access improvements as part of the Alternatives.
- Identification of anticipated new demand for public services generated by site redevelopment.
- Analysis of potential impacts to parks, police, fire, emergency services, street maintenance, and schools.

Utilities

- Description of existing sewer, water, electrical (including the cogeneration plant), natural gas systems.
- Description of location and size of existing water and sewer lines on and adjacent to the site.
- Description of location and capacity of existing natural gas and electrical systems.
- Identification of any existing utility capacity constraints.
- Evaluation of increased utility demand on water, sewer, natural gas and electrical systems.

- Identification of impacts and necessary infrastructure improvements (including relocation and/or extensions) to meet new site demands.

Responsible Official: Andrew W. Maron

Position/Title: SEPA Responsible Official, Port of Bellingham

Address: Short Cressman & Burgess, PLLC
999 3rd Avenue, 30th Floor
Seattle, WA 98104
Phone: (206) 682-3333
Email: amaron@scblaw.com

Signature: Andrew W. Maron **Date:** 7/13/07

APPENDICES

DETERMINATION OF SIGNIFICANCE



PORT OF BELLINGHAM

Washington State

Determination of Significance and Request for Comments on Scope of EIS

Description of Proposal: The Port of Bellingham (Port) and City of Bellingham (the "City") have been analyzing long-term redevelopment opportunities for the New Whatcom Special Development Area ("New Whatcom") as part of an ongoing master planning process as set forth in the "Interlocal Agreement Regarding the New Whatcom Special Development Area" dated January 4, 2005. Pursuant to that agreement, the Port and the City intend to jointly create a master plan and a development agreement as the term is defined in RCW 36.70B (the "Proposal").

For purposes of the environmental review of the Proposal, three redevelopment alternatives, two sub-alternatives, and one No Action Alternative will represent a full range of land use intensities and densities that New Whatcom could accommodate. All redevelopment alternatives call for a mixed use development on the site with office, marine industrial, institutional, residential and retail uses, along with a marina, parks and associated upland and marine infrastructure.

The No Action Alternative includes probable land uses which would be likely to occur under existing zoning should the Port and the City not move forward with the development agreement and master plan. In such an event, it is anticipated that the City will complete construction of certain transportation infrastructure and the over water pedestrian bridge connecting the Cornwall Avenue Landfill site with Boulevard Park. In addition, it is anticipated that the Port will complete construction of the marina, associated infrastructure and park within the existing industrial wastewater treatment lagoon know as the aeration stabilization basin (the "ASB").

The density of alternatives to be analyzed would range from 4.0 million sq. ft. of floor space on the lower end of the redevelopment range to 7.5 million sq. ft. on the higher end. Redevelopment will be analyzed for two time periods: year 2016 which represents an interim redevelopment stage and year 2026 which is assumed to represent more complete build-out of the project.

Use of the Proposal: The Port of Bellingham and the City of Bellingham will use this environmental review with regard to decisions involving New Whatcom. Also, the City will, in its land use regulatory capacity, use this environmental review as part of the regulatory process of evaluating, considering and adopting the development agreement and master plan. It is anticipated that the City will adopt the development agreement, the *New Whatcom Master Development Plan* (as a Sub-area Plan for the area), implementing land use regulations and a Planned Action Ordinance. It is anticipated that the Port will adopt the master plan and

development agreement, and an amendment to the Port's *Comprehensive Scheme of Harbor Improvements*.

Proponent/applicant: Port of Bellingham

Location of Proposal: The project site consists of Port, City and third party owned properties that include approximately 220 acres of contiguous waterfront property in central Bellingham. The site lies within the City of Bellingham's Central Business District Neighborhood Planning area. The site is generally bounded by Bellingham Bay to the west; Roeder Avenue and the Columbia and Lettered Streets neighborhoods to the north; the Sunnyland and York neighborhoods to the east and Cornwall Avenue and the Sehome and South Hill neighborhoods to the south.

Lead Agency: Port of Bellingham

EIS Required: The Port of Bellingham, as lead agency, has determined that an environmental impact statement (EIS) shall be prepared for the Proposal pursuant to the State Environmental Policy Act (RCW 43.21C).

Scope of EIS Study: The scope of the EIS describes the categories of environmental information, the range of proposed alternatives and the environmental impacts that will be studied. The following areas have been identified for discussion in the EIS: Earth, Air Quality, Water Resources, Plants and Animals, Environmental Health, Noise, Land Use, Population/Employment and Housing, Aesthetics/Light and Glare, Historic and Cultural Resources, Transportation, Public Services and Utilities.

Scoping: Agencies, affected tribes and the public are invited to comment on the scope of the EIS. You may comment on the alternatives, areas that should be studied, probable significant adverse impacts, mitigation measures that should be considered and permits or other approvals that may be required.

Public Scoping Meetings: Two public scoping meetings are scheduled for 6:00pm to 9:00pm on April 25, 2007, and 6:00 p.m. to 9:00 p.m. on May 2, 2007 at the Bellingham Municipal Courthouse, 2014 C Street, Bellingham, Washington to take public comment on the scoping of the EIS.

Written Scoping Comments: In addition to speaking at one of the public scoping meetings, agencies, affected tribes and the public may submit written comments to the following address:

SEPA Responsible Official
Port of Bellingham
P.O. Box 1677
1801 Roeder Avenue
Bellingham, WA 98227-1677

In addition you may email a comment to sepaofficial@portofbellingham.com.

All comments must be received by May 11, 2007 for consideration in the proposed scope of the EIS.


Scoping Document Available: Additional details concerning the proposal and potential for significant impacts that will be evaluated by the EIS are available by contacting the responsible official at the address listed below:

Responsible Official: Michael G. Stoner

Position/Title: SEPA Responsible Official, Port of Bellingham

Address: P.O. Box 1677
Bellingham, WA 98227-1677
Phone: (360) 676-2500
Email: sepaofficial@portofbellingham.com

Date: 4/17/07
10:00 a.m.

Signature: 
SEPA Responsible Official

Appeal: There is no agency appeal of this determination of significance.

BACKGROUND

BACKGROUND

The Port of Bellingham, a municipal corporation created in 1920, owns and operates Bellingham Airport, marinas and seaport facilities, and implements economic initiatives to benefit the citizens of Whatcom County and the region. The Port's mission is to fulfill the essential transportation and economic development needs of the region while providing leadership in maintaining Whatcom County's overall economic vitality through the development of comprehensive facilities, programs, and services. The Port has determined that the New Whatcom project is consistent with its mission.

Waterfront Redevelopment Planning

After the 2001 closure of pulp and chemical operations at the Georgia Pacific Corporation plant on the Bellingham waterfront, the Port and City began to analyze potential redevelopment opportunities for the 137 acres of Georgia Pacific property. In 2003, the Port and City established the Waterfront Futures Group (WFG) to obtain citizen input regarding a redevelopment vision for this site and a long-term plan for the entire Bellingham waterfront. The Port and City selected members of the community and the Lummi Nation to serve as WFG team members. Over an 18-month period, the WFG team developed the *Waterfront Vision and Framework Plan: Connecting Bellingham to the Bay* which articulated the group's vision, recommendations and guiding principles for future development of Bellingham's waterfront. The *Waterfront Vision and Framework Plan* provided a framework and citizen's vision for the future of the waterfront and guiding principles for managing future water-related development. The Waterfront Vision and Framework Plan also emphasized a commitment to: stimulate public cooperation and investment in the planning, acquisition and improvements at the waterfront; protect legal rights and responsibilities of all parties; and recognize the environmental, cultural and economic systems affecting Bellingham Bay. The *Waterfront Vision and Framework Plan: Connecting Bellingham to the Bay* plan was finalized and presented to the City and Port in December of 2004. Vision Statements and 2004 Framework Policies of the Waterfront futures Group were adopted by the City of Bellingham and incorporated into the City's Comprehensive Plan in 2006.

Interlocal Agreements

On January 4, 2005, the Port and City entered into the Interlocal Agreement regarding the "New Whatcom Special Development Area" that defined steps that would be undertaken to implement the redevelopment vision for the New Whatcom site. These steps include completion by the Port of a comprehensive environmental cleanup of the site and the adjoining waterways, as well as the

development and maintenance of all public marine transportation infrastructure, and construction by the City of new land-side infrastructure (roads, utilities, parks and trails). The infrastructure to be provided and the timing of that infrastructure investment are intended to be identified by the parties in the Development Agreement. The Interlocal Agreement outlined the process for more specific planning of the New Whatcom project site, including the creation of a Development Agreement and Master Plan.

Bellingham Bay Demonstration Pilot

In 1996, prior to the acquisition, a cooperative partnership among federal, state, local and tribal agencies was formed to develop a new approach to expedite sediment cleanup, source control and habitat restoration for sediment cleanup sites around Bellingham Bay – the Bellingham Bay Demonstration Pilot. In 2000, the Washington Department of Ecology (Ecology), as lead agency for the Pilot, issued the *Bellingham Bay Comprehensive Strategy and EIS*, which was designed to help guide future decisions on the cleanup and restoration of various sites throughout the Bay area. Several areas within or adjacent to the New Whatcom project site are subject to this Demonstration Pilot and Comprehensive Strategy, including the Aerated Stabilization Basin (ASB) cleanup and restoration (historically used as a discharge facility for waste associated with industrial operations) and the overall Whatcom Waterway cleanup. The Port of Bellingham and Ecology are co-managers of the Demonstration Pilot.

Property Acquisition and Cleanup Efforts

In 2004 the Port amended its Comprehensive Scheme of Harbor Improvements to include the Georgia Pacific Corporation's ("Georgia-Pacific") aeration stabilization basin ("ASB") as a site for a marina. On June 7, 2004 the Port commenced a condemnation action to exercise its powers of eminent domain to acquire the ASB for use as a marina. The Port and Georgia Pacific entered into negotiations which resulted in the January 2005, acquisition of Georgia Pacific's 137 acres of waterfront property, including the 30 acre ASB. Georgia Pacific transferred the property to the Port in exchange for the Port agreeing to conduct specific environmental cleanup efforts on the New Whatcom project site and in the adjoining Whatcom Waterway. Acquisition, therefore, was based upon the use of the ASB as a marina.

The EIS for the New Whatcom project will be conducted in coordination with the evaluation of environmental impacts and benefits associated with the remediation of seven different State of Washington Model Toxic Control Act (MTCA) sites within the project area. These sites include the Whatcom Waterway, Chlor-Alkali Facility, Pulp & Tissue Mill, Central Waterfront, I&J Waterway, Cornwall Avenue Landfill, and the R.G. Haley site. Again, these and other sites are being managed under MTCA. Ecology is the lead agency for remediation decisions

under MTCA for each site, and will typically be the lead agency for SEPA decisions, associated with remedial activities. Ecology was the lead SEPA agency for the Final EIS (2000), outlining a Comprehensive Strategy for Bellingham Bay; this Final EIS is currently being updated through a supplemental EIS associated with the Whatcom Waterway site. Within the New Whatcom project area, Ecology's decision-making processes under MTCA and SEPA are being performed with the recognition that the area could undergo a transition from industrial use to a mixed use/commercial area. The EIS for the New Whatcom site will incorporate Ecology's SEPA review of the Comprehensive Strategy for Bellingham Bay by reference, including the supplemental review for the Whatcom Waterway site, in order to ensure appropriate and necessary integration of site cleanup of the Aerated Stabilization Basin (ASB) under MTCA and its future redevelopment as a marina with associated park and habitat features (see discussion of the marina under the **Description of the Alternatives** section of this document).

City of Bellingham Planning Efforts

Consistent with the January 4, 2005 Interlocal Agreements, the City adopted the new *Bellingham Comprehensive Plan* in June 2006 and designated the New Whatcom site as "Industrial/Waterfront Mixed Use". The Plan promotes the development of an urban village (the Central Waterfront District Village) on the site under the Waterfront Mixed Use Zoning, subject to approval of a Master Plan. As part of the new Comprehensive Plan, the City adopted policies that establish the framework for redevelopment of the New Whatcom site. The City also amended the Central Business District Neighborhood Plan and zoning to designate the site for industrial/waterfront mixed uses, upon adoption of a Master Plan.

Concurrent with review of the New Whatcom Master Plan, the City will consider the necessary implementing regulations that will govern redevelopment of the site (including development regulations and design guidelines), consistent with the Comprehensive Plan. This Master Plan will detail the preferred location, scale and mix of uses, infrastructure improvements, public access amenities and phasing. The Master Plan will be implemented through corresponding development regulations, including zoning, design and development standards, which will be identified in a Development Agreement and incorporated into the City's Zoning Code. Prior to such adoption, the zoning of the site remains Industrial.

In addition, the City is currently updating its *Shoreline Master Plan Program* (SMP). As part of that effort, specific designations and development regulations for the New Whatcom shoreline areas are being considered. Upon adoption by the City and the Department of Ecology, these designations and development regulations, including permitted uses, setbacks and buffer requirements, allowable heights, etc. will govern redevelopment of that portion of the site within

the shoreline management jurisdiction area. Until adoption, the City's current SMP will apply.

FIGURES/MAPS

- 1. Figure 1-Vicinity Map**
- 2. Figure 2- Site Map**
- 3. Figure 3- New Whatcom Redevelopment Areas**
- 4. Figure 4- Alternative 1 – Higher Density Alternative**
- 5. Figure 5- Alternative 2 - Medium Density Alternative**
- 6. Figure 6- Alternative 3 - Lower Density Alternative**
- 7. Figure 7 – No Action Alternative**



Figure 1
Vicinity Map

DRAFT



Bellingham Bay

Aerated
Stabilization
Basin

Whatcom Waterway

Western
Washington
University

0 500 1,000
FT

Source: CollinsWoerman
2004 Aerial Photo

Site Boundary



Figure 2
Site Map

New Whatcom
Redevelopment EIS

DRAFT



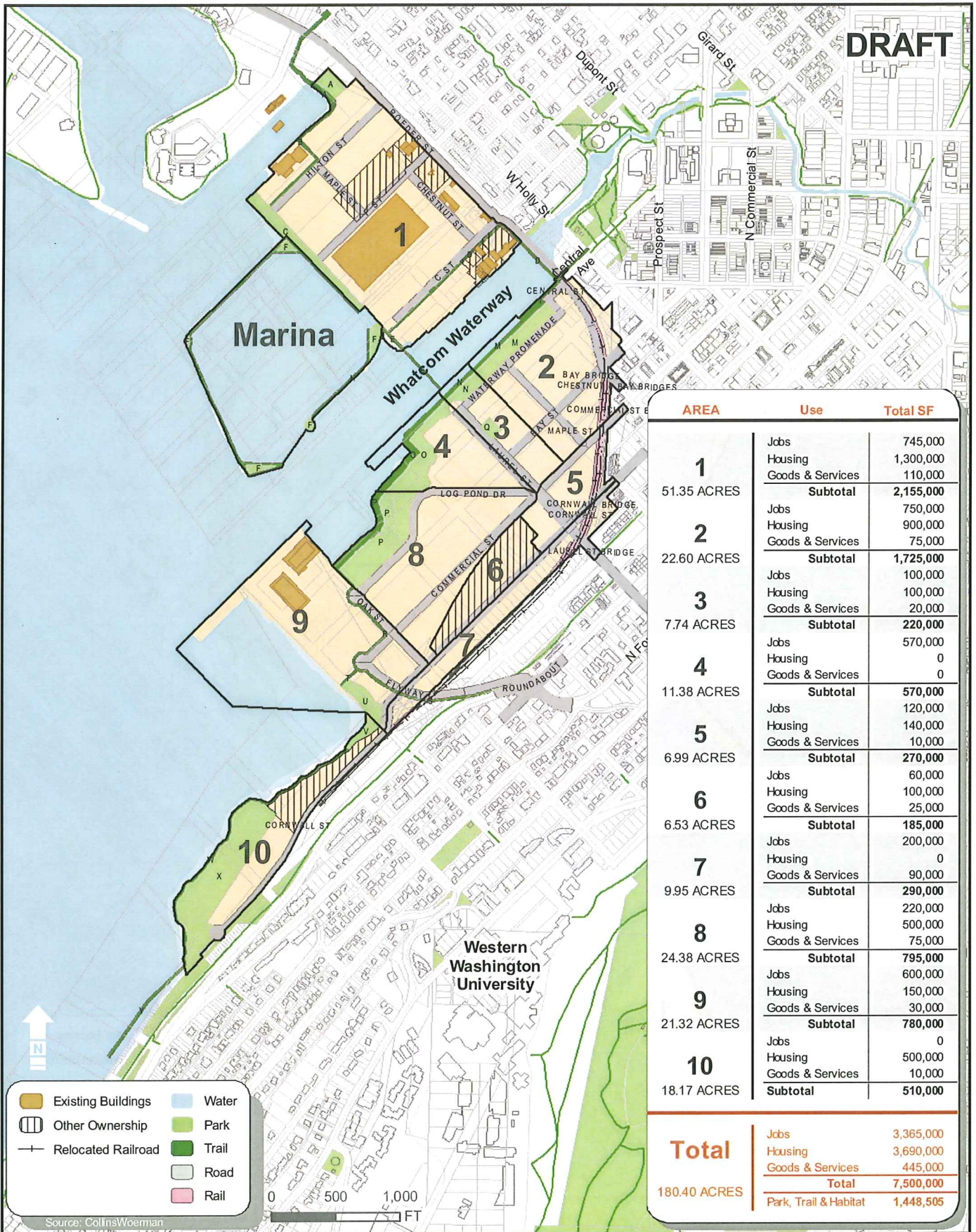
- Site Boundary
- Existing Buildings
- Other Ownership
- Railroads
- Existing ROW
- 2' Contours

Source: CollinsWoerman



Figure 3 Existing Conditions

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AREA	Use	Total SF
1 51.35 ACRES	Jobs	745,000
	Housing	1,300,000
	Goods & Services	110,000
	Subtotal	2,155,000
2 22.60 ACRES	Jobs	750,000
	Housing	900,000
	Goods & Services	75,000
	Subtotal	1,725,000
3 7.74 ACRES	Jobs	100,000
	Housing	100,000
	Goods & Services	20,000
	Subtotal	220,000
4 11.38 ACRES	Jobs	570,000
	Housing	0
	Goods & Services	0
	Subtotal	570,000
5 6.99 ACRES	Jobs	120,000
	Housing	140,000
	Goods & Services	10,000
	Subtotal	270,000
6 6.53 ACRES	Jobs	60,000
	Housing	100,000
	Goods & Services	25,000
	Subtotal	185,000
7 9.95 ACRES	Jobs	200,000
	Housing	0
	Goods & Services	90,000
	Subtotal	290,000
8 24.38 ACRES	Jobs	220,000
	Housing	500,000
	Goods & Services	75,000
	Subtotal	795,000
9 21.32 ACRES	Jobs	600,000
	Housing	150,000
	Goods & Services	30,000
	Subtotal	780,000
10 18.17 ACRES	Jobs	0
	Housing	500,000
	Goods & Services	10,000
	Subtotal	510,000
Total 180.40 ACRES	Jobs	3,365,000
	Housing	3,690,000
	Goods & Services	445,000
	Total	7,500,000
	Park, Trail & Habitat	1,448,505

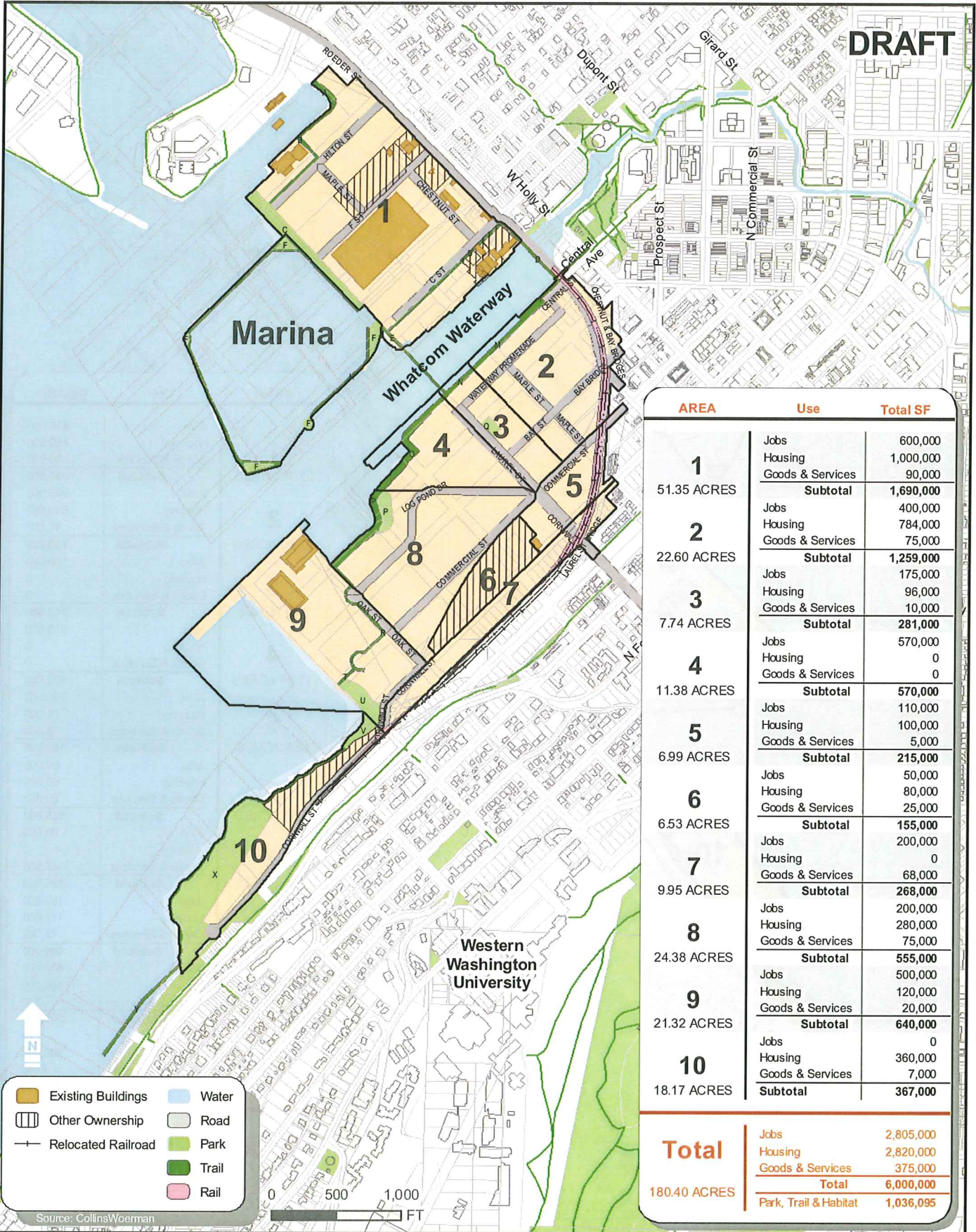
Source: CollinsWoerman



Figure 4
Higher Density Alternative

New Whatcom
Redevelopment EIS

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AREA	Use	Total SF
1 51.35 ACRES	Jobs	600,000
	Housing	1,000,000
	Goods & Services	90,000
	Subtotal	1,690,000
2 22.60 ACRES	Jobs	400,000
	Housing	784,000
	Goods & Services	75,000
	Subtotal	1,259,000
3 7.74 ACRES	Jobs	175,000
	Housing	96,000
	Goods & Services	10,000
	Subtotal	281,000
4 11.38 ACRES	Jobs	570,000
	Housing	0
	Goods & Services	0
	Subtotal	570,000
5 6.99 ACRES	Jobs	110,000
	Housing	100,000
	Goods & Services	5,000
	Subtotal	215,000
6 6.53 ACRES	Jobs	50,000
	Housing	80,000
	Goods & Services	25,000
	Subtotal	155,000
7 9.95 ACRES	Jobs	200,000
	Housing	0
	Goods & Services	68,000
	Subtotal	268,000
8 24.38 ACRES	Jobs	200,000
	Housing	280,000
	Goods & Services	75,000
	Subtotal	555,000
9 21.32 ACRES	Jobs	500,000
	Housing	120,000
	Goods & Services	20,000
	Subtotal	640,000
10 18.17 ACRES	Jobs	0
	Housing	360,000
	Goods & Services	7,000
	Subtotal	367,000

Total 180.40 ACRES	Jobs	2,805,000
	Housing	2,820,000
	Goods & Services	375,000
	Total	6,000,000
	Park, Trail & Habitat	1,036,095

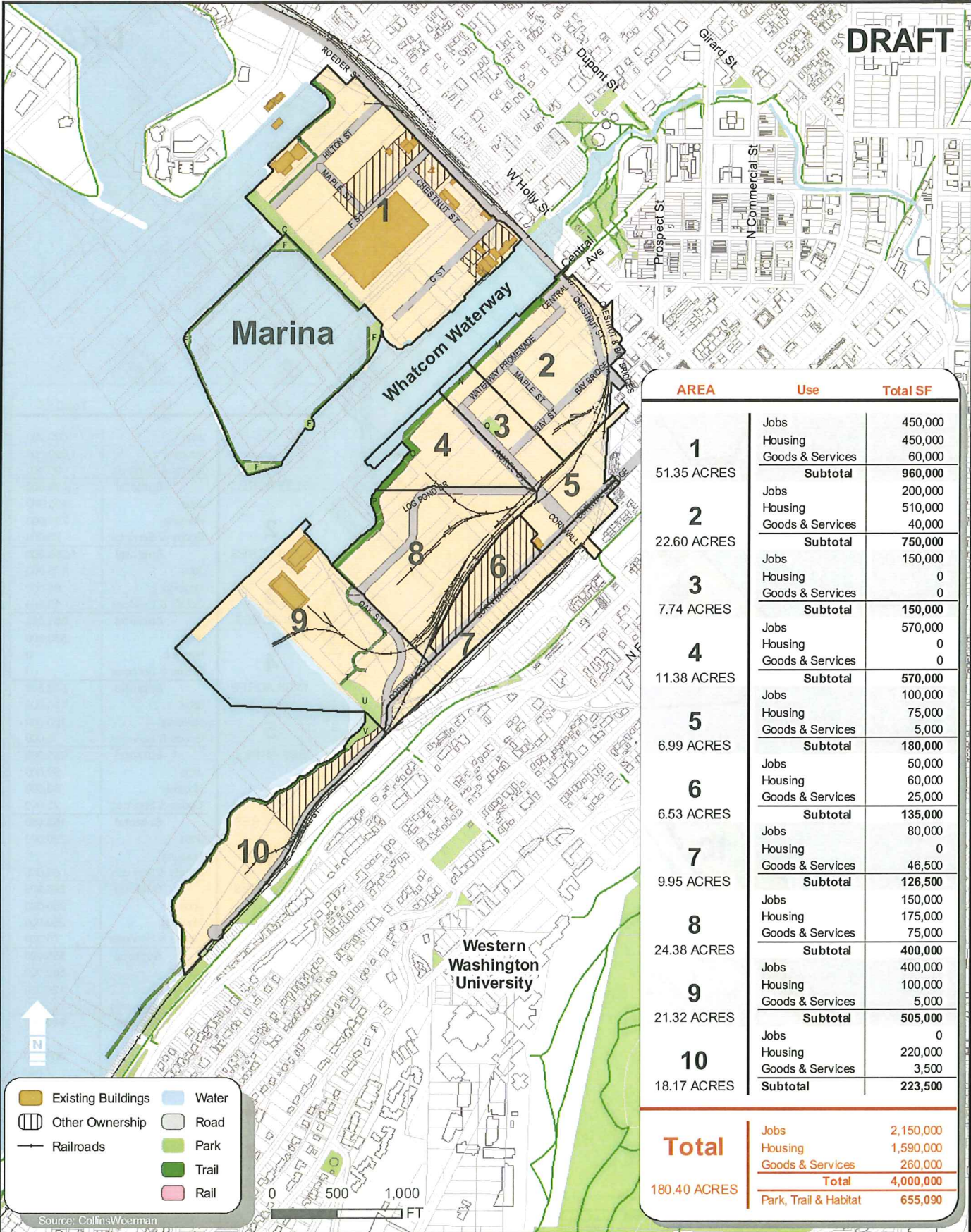
Source: CollinsWoerman



Figure 5
Medium Density Alternative

New Whatcom
Redevelopment EIS

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AREA	Use	Total SF
1 51.35 ACRES	Jobs	450,000
	Housing	450,000
	Goods & Services	60,000
	Subtotal	960,000
2 22.60 ACRES	Jobs	200,000
	Housing	510,000
	Goods & Services	40,000
	Subtotal	750,000
3 7.74 ACRES	Jobs	150,000
	Housing	0
	Goods & Services	0
	Subtotal	150,000
4 11.38 ACRES	Jobs	570,000
	Housing	0
	Goods & Services	0
	Subtotal	570,000
5 6.99 ACRES	Jobs	100,000
	Housing	75,000
	Goods & Services	5,000
	Subtotal	180,000
6 6.53 ACRES	Jobs	50,000
	Housing	60,000
	Goods & Services	25,000
	Subtotal	135,000
7 9.95 ACRES	Jobs	80,000
	Housing	0
	Goods & Services	46,500
	Subtotal	126,500
8 24.38 ACRES	Jobs	150,000
	Housing	175,000
	Goods & Services	75,000
	Subtotal	400,000
9 21.32 ACRES	Jobs	400,000
	Housing	100,000
	Goods & Services	5,000
	Subtotal	505,000
10 18.17 ACRES	Jobs	0
	Housing	220,000
	Goods & Services	3,500
	Subtotal	223,500

Total 180.40 ACRES	Jobs	2,150,000
	Housing	1,590,000
	Goods & Services	260,000
	Total	4,000,000
	Park, Trail & Habitat	655,090

Source: CollinsWoerman



Figure 6
Lower Density Alternative

New Whatcom
Redevelopment EIS

DRAFT



AREA	Use	Total SF
1 51.35 ACRES	Jobs	25,000
	Housing	0
	Goods & Services	0
	Subtotal	25,000
2 22.60 ACRES	Jobs	300,000
	Housing	0
	Goods & Services	0
	Subtotal	300,000
3 7.74 ACRES	Jobs	0
	Housing	0
	Goods & Services	0
	Subtotal	0
4 11.38 ACRES	Jobs	75,000
	Housing	0
	Goods & Services	0
	Subtotal	75,000
5 6.99 ACRES	Jobs	90,000
	Housing	0
	Goods & Services	0
	Subtotal	90,000
6 6.53 ACRES	Jobs	0
	Housing	0
	Goods & Services	0
	Subtotal	0
7 9.95 ACRES	Jobs	50,000
	Housing	0
	Goods & Services	0
	Subtotal	50,000
8 24.38 ACRES	Jobs	300,000
	Housing	0
	Goods & Services	0
	Subtotal	300,000
9 21.32 ACRES	Jobs	200,000
	Housing	0
	Goods & Services	0
	Subtotal	200,000
10 18.17 ACRES	Jobs	0
	Housing	0
	Goods & Services	0
	Subtotal	0
Total 180.40 ACRES	Jobs	1,040,000
	Housing	0
	Goods & Services	0
	Total	1,040,000
	Park, Trail & Habitat	0

This number does not account for retention of some existing uses.

Source: CollinsWoerman



Figure 7
No Action Alternative

New Whatcom
Redevelopment EIS