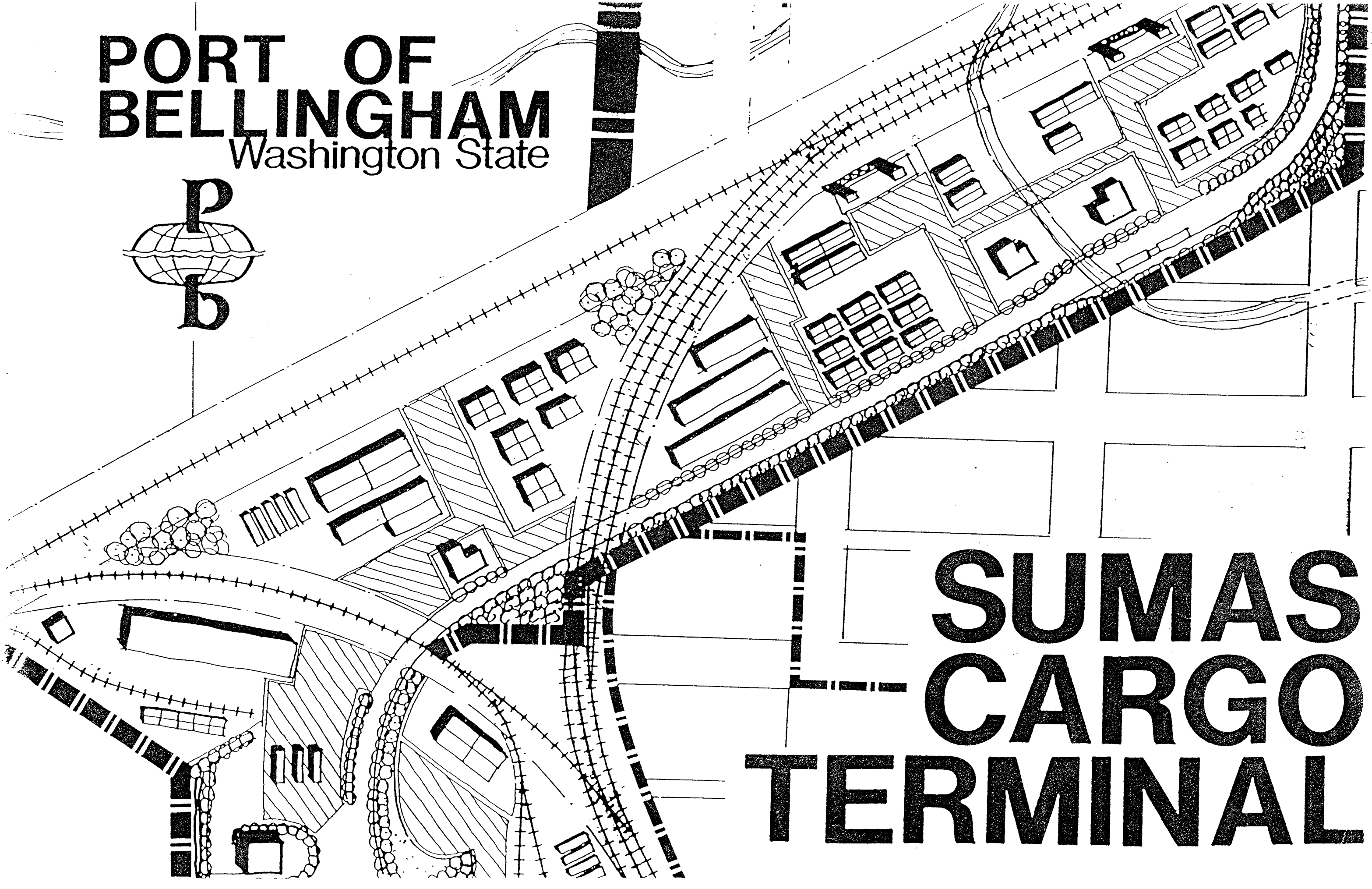
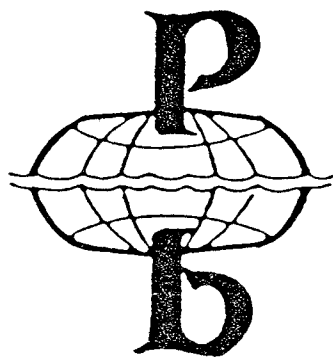
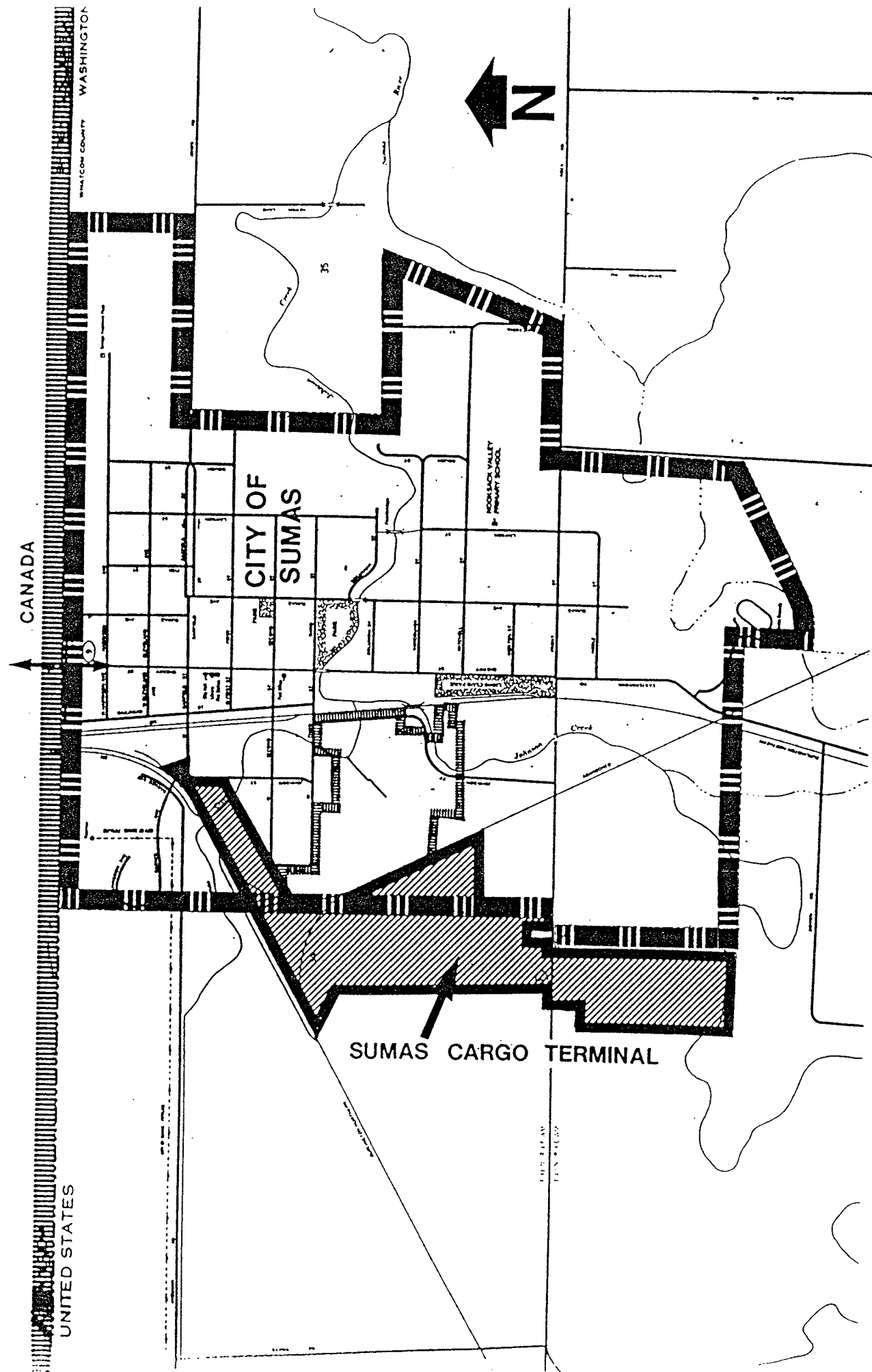


PORT OF BELLINGHAM

Washington State



**SUMAS
CARGO
TERMINAL**



January 6, 1986

To: Mayor and City Council
City of Sumas
Sumas, Washington

Dear Mayor and Members of Council:

Re: Proposed Sumas Cargo Terminal

As you know, the Port of Bellingham is actively pursuing an economic development strategy with a long-range view to increasing international trade. Sumas, with its border location and existing infrastructure of rail, highway and customs facilities, is particularly well-suited for certain elements in this overall strategy, especially cargo facilities, bulk transfer, and foreign-trade zone associated uses. The Port has retained the firm of **PATTI RAO ASSOCIATES INC.**, Development Planning Consultants, to prepare this submission for your review and consideration.

Active support by the community of Sumas is vital to the success of this project. The Port of Bellingham and its consultants look forward to working closely with you, the Planning Commission and the people of Sumas in order to implement this exciting concept.

Yours truly,

Donald C. Fleming
Executive Director

DCF/lag

COMMISSIONERS
T. R. ASMUNDSON
KENNETH M. GAYLEY
PETER ZEASCHKE
STAFF:
DONALD C. FLEMING
Executive Director
JEFF E. KASPAR
Deputy Executive Director
DONALD W. ELLIS, P.E.
Director of Engineering
R. E. HILPERT
Director of Trade Development
BINNIE GRAHAM-BUDDEN
Director of Marketing & Public Affairs
MARVIN E. COPELAND
Director of Finance & Administration
STEVEN J. MORA
Legal Counsel

ADMINISTRATION OFFICES:
625 CORNWALL AVENUE / P.O. BOX 1737 / BELLINGHAM, WASHINGTON 98227-1737
PHONE (206) 676-2500 / TELEX 882806 / COUNTY TOLL FREE 398-2600 / SCAN 436-1011

PATTI RAO ASSOCIATES, INC.
DEVELOPMENT PLANNING CONSULTANTS

PATTI RAO ASSOCIATES, INC.

January 6, 1986

The Mayor and City Council
City of Sumas
Sumas, Washington

Dear Mayor and Members of Council:

Re: Proposed Sumas Cargo Terminal

On behalf of the Port of Bellingham, I am pleased to submit the enclosed report. The purpose of the report and accompanying drawings is to describe the proposed **SUMAS CARGO TERMINAL**, in order to justify your support for comprehensive plan and zoning amendment applications, and annexation. We trust that the enclosed information describing the concept plan is sufficient to assist Council in its considerations, specifically:

- a. to establish a Sumas Cargo Terminal, sponsored by the Port of Bellingham;
- b. to review and make necessary intention to file for annexation of the subject area;
- c. to review and make necessary amendments to the Sumas comprehensive plan and zoning ordinance in order to permit the intended uses; and
- d. to provide the necessary urban services required to implement the project.

This report and the accompanying drawings have been prepared after detailed site investigations, a review of development opportunities in the County and especially in the Sumas area, and a review of both local and county planning and development policies. In addition, PATTI RAO ASSOCIATES INC. have consulted with Sumas officials and staff, U.S. Customs officials, Whatcom County, and of course the Port of Bellingham. The Port's ongoing investigation into the feasibility of a number of foreign-trade zones in Whatcom County, including one at Sumas, provides a partial rationale for this subject proposal.

As planners we have concluded that the subject site is well-suited for the proposed use as the **SUMAS CARGO TERMINAL** and FTZ-related facilities. It is served by rail lines connecting it to key ports and markets. Its proximity to the U.S./Canada border and Customs offices lends an opportunity to serve as a staging area for a transcontinental land bridge. It is immediately adjoining the corporate limits of

Sumas, with required services in close proximity. The site is linked to the other ports of entry by highway, and is convenient to yet separated from the Sumas business district, and existing residential areas and community facilities. The benefits of these and other locational attributes for convenience of use and the minimization of land use and vehicular conflicts within Sumas itself are clear.

The proposed development of the **SUMAS CARGO TERMINAL** and a potential foreign-trade zone are consistent with an orderly plan of growth and development of Sumas. Sumas' historic role as a transportation hub would be restored and enhanced and, in addition, other benefits should accrue to the community. For example, the development should make positive contributions to the local economy, both directly and indirectly. Development over a 10 to 12 year period will allow incremental phasing of the program and rational provision of services. Likewise, such phasing will permit impacts to be mitigated through an evolutionary and moderate process.

We have considered a number of alternative development concepts, and the concept plan presented in this report best meets the objectives of the client and the opportunities offered by the site. It is understood that future refinement and modifications may be required as more detailed information about the requirements of users is received. Thus, we emphasize that the plan is to be regarded as only conceptual at this time.

In closing, we trust that you will give the submission your earliest consideration, with the initial objective of filing with the Boundary Review Board the intention to annex the subject lands. Based on this important first step, the Port of Bellingham will then be in a position to proceed with detailed site planning and development.

Yours truly,

Patti Rao

PATTI RAO ASSOCIATES INC.

PR/lag
Encls.

...2/

EXECUTIVE SUMMARY

This enclosed report and the accompanying drawings address and describe the Port of Bellingham's proposal for the future development and use of a 45-acre parcel of land in Sumas for a Cargo Terminal. It sets out the advantages of locating a variety of cargo-handling and other industrial-type uses on the subject site, and provides a preliminary planning concept for the site's development.

1. **Within an international context**, a Sumas location provides a key element in helping the Port of Bellingham realize its mission of increasing economic and industrial development, especially through foreign trade. It would help do this by:
 - a. establishing a cargo-transfer facility at the border, thus acting as a part of a "land bridge" across North America;
 - b. Sumas is served by an existing infrastructure of rail, highway and port of entry services connecting other Whatcom County and Washington centers with British Columbia and the rest of Canada, Washington's second largest trading partner next to Japan.
2. **At the County and Sumas level**, the subject site is suited for the Sumas Cargo Terminal, because:
 - a. it is situated next to a proposed foreign-trade zone (FTZ), and itself has the potential for future designation as a FTZ, thus further enhancing its prospects for attracting operators and tenants;
 - b. the industrial nature of the proposed use is consistent with the general intent of the Sumas Comprehensive Plan and recent zoning amendments;
 - c. similarly, the Whatcom County Comprehensive Plan for the Lynden-Nooksack Valley Subarea, now in the process of review and revision, indicates the subject site for future annexation to Sumas with the potential for future industrial use;
 - d. location of the site on a number of arterial and local roads ensures that traffic generated by the project will not be concentrated on one road. Also, a WSDOT study into alternative truck routes through the city from the port of entry will possibly further enhance direct truck access to the site, again minimizing traffic impacts on local roads.
3. **At the site-specific scale**, the site is appropriate, as can be seen in the Preliminary Master Development Plan. The three major use groups - cargo terminal, bulk transfer, and support services - can be accommodated in linear enclaves defined by existing and proposed rail and road corridors. The plan proposed the following:
 - a. a total of about 1,300,000 square feet of building, covered storage and service space;
 - b. phasing in three stages over 10 to 12 years, consistent with availability of services and utilities;

- c. creation of about 250-350 permanent jobs. In addition, construction jobs and support-service and commercial employment opportunities within Sumas should occur;
 - d. in terms of appearance and aesthetics, existing natural features, such as Johnson Creek and, where possible, existing trees, will be retained and incorporated in the site's design. In addition, a set of design, maintenance and operating guidelines will be enforced to maintain a good quality development.
4. **The Port of Bellingham, through this report, is requesting that the City Council do the following:**
 - a. proceed with filing the notice of intention to annex the property;
 - b. make necessary comprehensive plan and zoning map and text amendments to permit the intended uses; and
 - c. facilitate the improvements to and provision of urban services and infrastructure.

TABLE OF CONTENTS

LETTER FROM THE PORT OF BELLINGHAM

LETTER OF TRANSMITTAL

SUMMARY

1. INTRODUCTION AND OVERVIEW

- A. General Proposal and Site Description
- B. The Port's Goals and Objectives
- C. Foreign-Trade Zones

2. SUMAS AND THE SITE

- A. The Sumas Context
- B. Site Analysis

3. THE PRELIMINARY DEVELOPMENT PLAN

4. CONCLUSION

- A. Planning and Approval Process: Flow Chart
- B. Rationale for Annexation to Sumas

APPENDIX

Boundary Review Board Notice of Intention
Environmental Checklist
References

GRAPHICS

International Context

Land Bridge Context

Port of Bellingham Context

Lower Mainland of British Columbia

Sumas

Existing Zoning

Existing Utilities

Site Analysis

Site Development Opportunities

Preliminary Master Development Plan

Phasing

Planning Process Flow Chart

I. INTRODUCTION AND OVERVIEW

A. General Proposal and Site Description

General Development Proposal

Approximately 45 acres of land, 11 of which are within the City and the remainder subject to this proposed annexation, are proposed for use as a cargo-handling terminal by the Port of Bellingham. The Sumas Cargo Terminal will include facilities for both rail and truck-oriented cargo-handling, staging areas, containerized transfers and the like. Additional activities would include directly related warehousing, light manufacturing, assembly and distribution.

Location

The site is located at the western corporate limits of the City of Sumas. It is bounded on the east and north by Burlington Northern Railroad rights-of-way. West Front Street (Highway 9) provides access from the west.

Site Area and Configuration

The subject site is somewhat irregular in configuration, aligned generally north-south, thence turning east along the BN R/W that connects Sumas to Everson and Lynden.

Natural Features

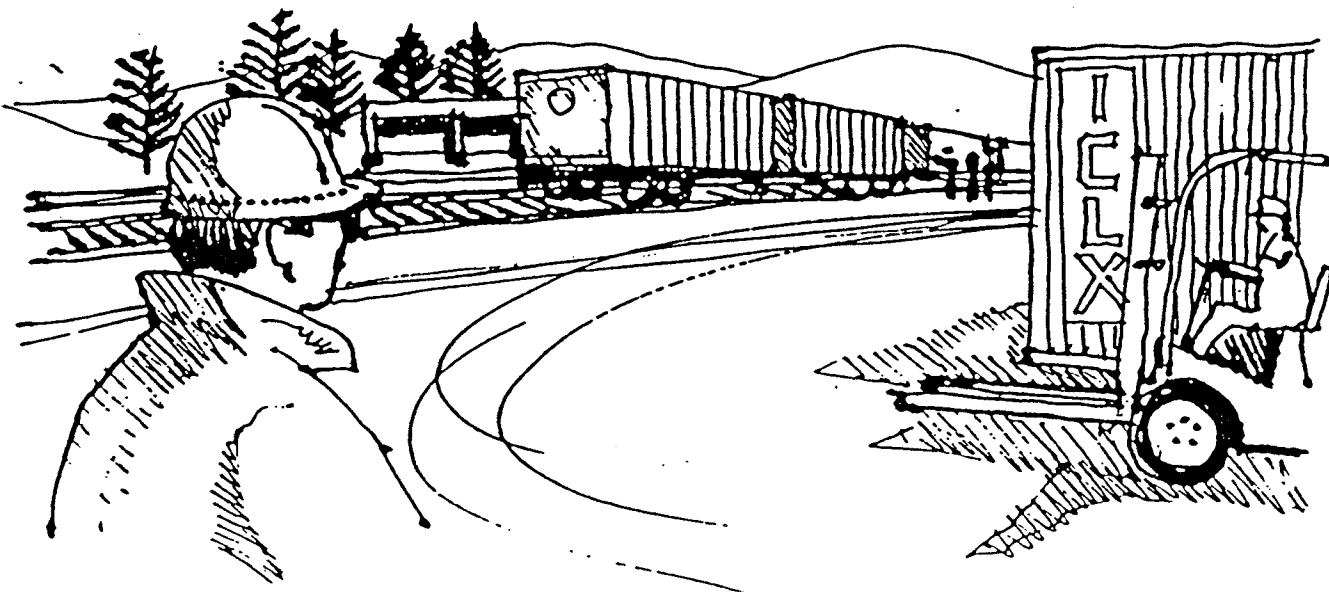
The site is flat and is located within the 100-year flood plain. The only outstanding features are the tree-lined Johnson Creek on the south property line and a residual area of thin forested area at the triangular intersection of the various rail tracks in the north. A drainage ditch crosses the main parcel in a southwest to northeast direction, draining under the BN tracks by means of an existing culvert to empty into Johnson Creek. There are views to mountains in British Columbia to the north and toward Mt. Baker and associated peaks in the southeast. These features will be utilized to good effect in the design of the development.

Adjacent Development

To the east, lands situated within the city limits are generally vacant and zoned industrial. The majority of this area is proposed for use as a Foreign-Trade Zone. Two small industrial uses are located on both sides of Front Street immediately east of the subject site.

To the south is Johnson Creek, which separates the site from farmlands in Whatcom County. Likewise, agricultural uses are located west of the property.

Immediately north of the site is a dairy farm on the other side of the BN R/W, and a relatively new residential area on the hill between the site and the U.S./Canada international border. A small pocket of semi-rural holdings, zoned agricultural, is located within the elbow formed by the subject property. This area is within the corporate limits of Sumas.



Land Development Controls

Since annexation to and rezoning for industrial use by the City of Sumas are prerequisites to the development, it would be appropriate to mention the City's existing planning policies as they relate to industrial development. The existing comprehensive plan mentions the following as goals:

Re Land Use Goals: "...to attract small industry in order to broaden the economic base of the town."

Re Industrial Land Requirements: "...if necessary, additional industrial land could be acquired by expanding this area (located adjacent to the business district in the northern part of town) southwest along the railroad." It should be noted that such an expansion would include the general area of the subject property."

As further evidence of this policy stance, the City Council of Sumas has recently rezoned about 23 acres immediately east of the BN R/W for industrial use, in order to accommodate a potential foreign-trade zone.

In terms of County policy, the **Lynden-Nooksack Valley Subarea Comprehensive Plan**, now being reviewed and revised, recognizes the site as being within Sumas' sphere of influence. In addition, county Planning Department officials consider its future use for industrial purposes.

Services and Utilities

Sewer: An 8 inch sewer main is available to the property by extension from Locust Street location north of Front Street. Similarly, an 8 inch sewer main could be extended along Noble Street to serve properties south of Front Street.

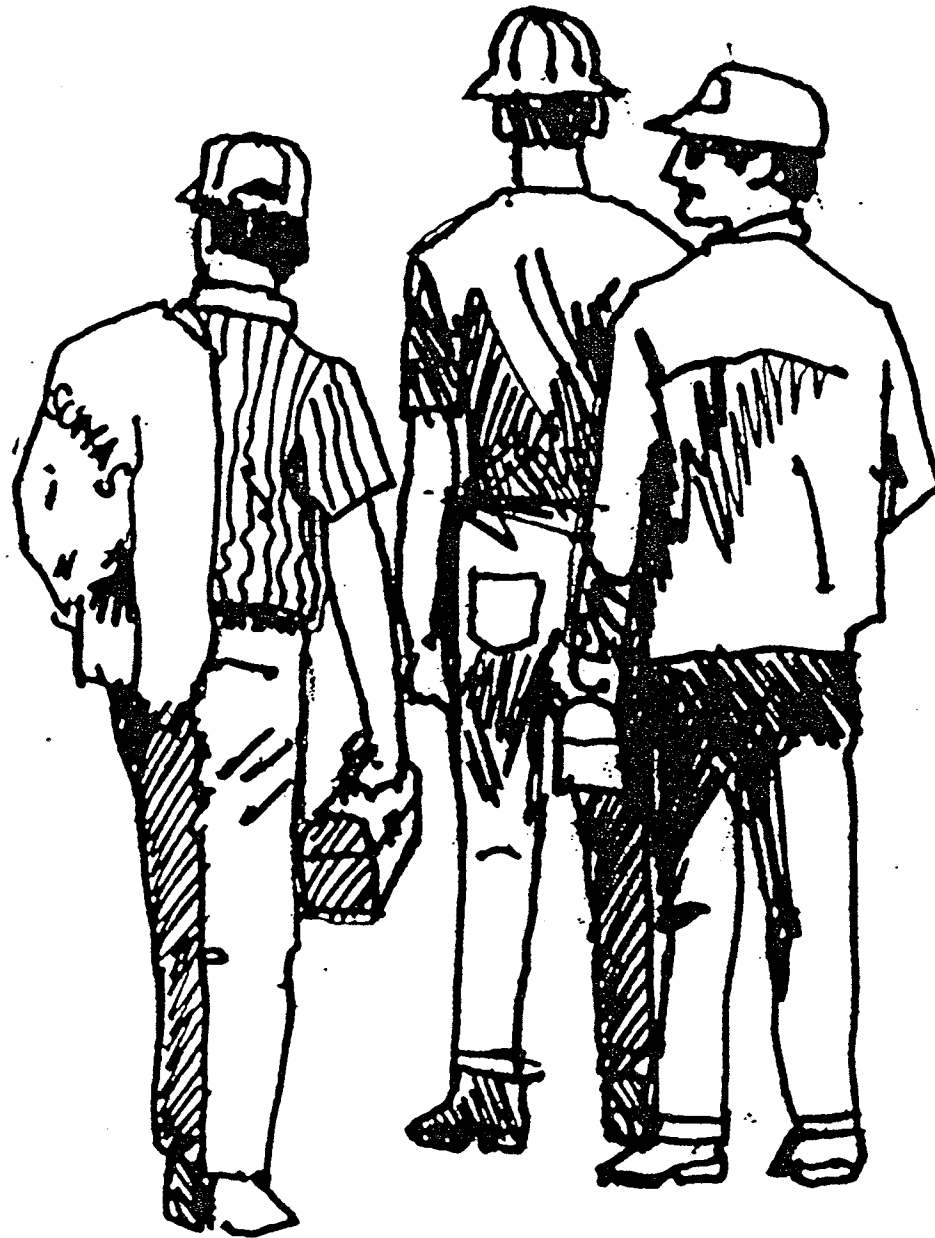
Water: An 8 inch water main runs from the city's reservoir south along Johnson Street, then west to the city limits on Eighth Street. This main is tied into the rest of the distribution system as a 4 inch main along Front Street. This main will have to be extended several hundred feet to the south and west to obtain fire protection to the part of the subject property south of Main Street.

Natural Gas: Cascade Natural Gas main along Front Street - installed soon.

Electricity: The City of Sumas.

Telephone: Available.

Adequacy of existing services to meet the requirements of the proposed Sumas Cargo Terminal will be the subject of a separate technical report. It is recommended that phasing of the development take place in concert with the availability of services.



B. The Port of Bellingham's Industrial Development Goals and Objectives

The stated mission of the Port of Bellingham is:

"to nurture and support, through the efficient use of public resources, economic and industrial development and relevant public services for the benefit of the citizens of Whatcom County."

The Port of Bellingham shares with Whatcom County a number of important overall economic development goals. These include the intention to do the following:

- a. diversity and broaden international trade activity;
- b. to stimulate economic development through industrial activity;
- c. to increase employment opportunities within the county; and
- d. to maintain a trained labor force.

In 1984, this mission and these goals were further defined into a set of objectives. Of general relevance to the SUMAS CARGO TERMINAL proposal are the following intentions:

- a. to expand Canadian, Alaskan and Pacific Basin markets;
- b. to explore the potential for the Port of Bellingham to serve as a key link in a "land bridge" between the Pacific and Atlantic Oceans, as a viable alternative to longer water routes, in particular the Panama Canal;
- c. to explore the creation of Foreign-Trade Zones in Whatcom County;
- d. improve facilities for handling cargo and passengers;
- e. attract new heavy industry to Whatcom County;
- f. continue support of light industrial activity in Whatcom County;
- g. be responsive to community needs; and
- h. assure that Port facilities exhibit a good quality of design.

Specifically in terms of Sumas area, the Port has the following expectation;

- a. to take advantage of the Sumas International Border Crossing and the extensive railroad network in order to capture a large segment of the growing international trade market, whether its region of origin be the Pacific Rim, Canada, the United States or European countries; and
- b. in particular, the Sumas Cargo Terminal has potential for a number of rail and/or truck-oriented, containerized or bulk transshipments, including but not necessarily limited to lumber, agricultural products, bulk transfer and ancillary uses such as light manufacturing and assembly.

C. Foreign Trade Zones

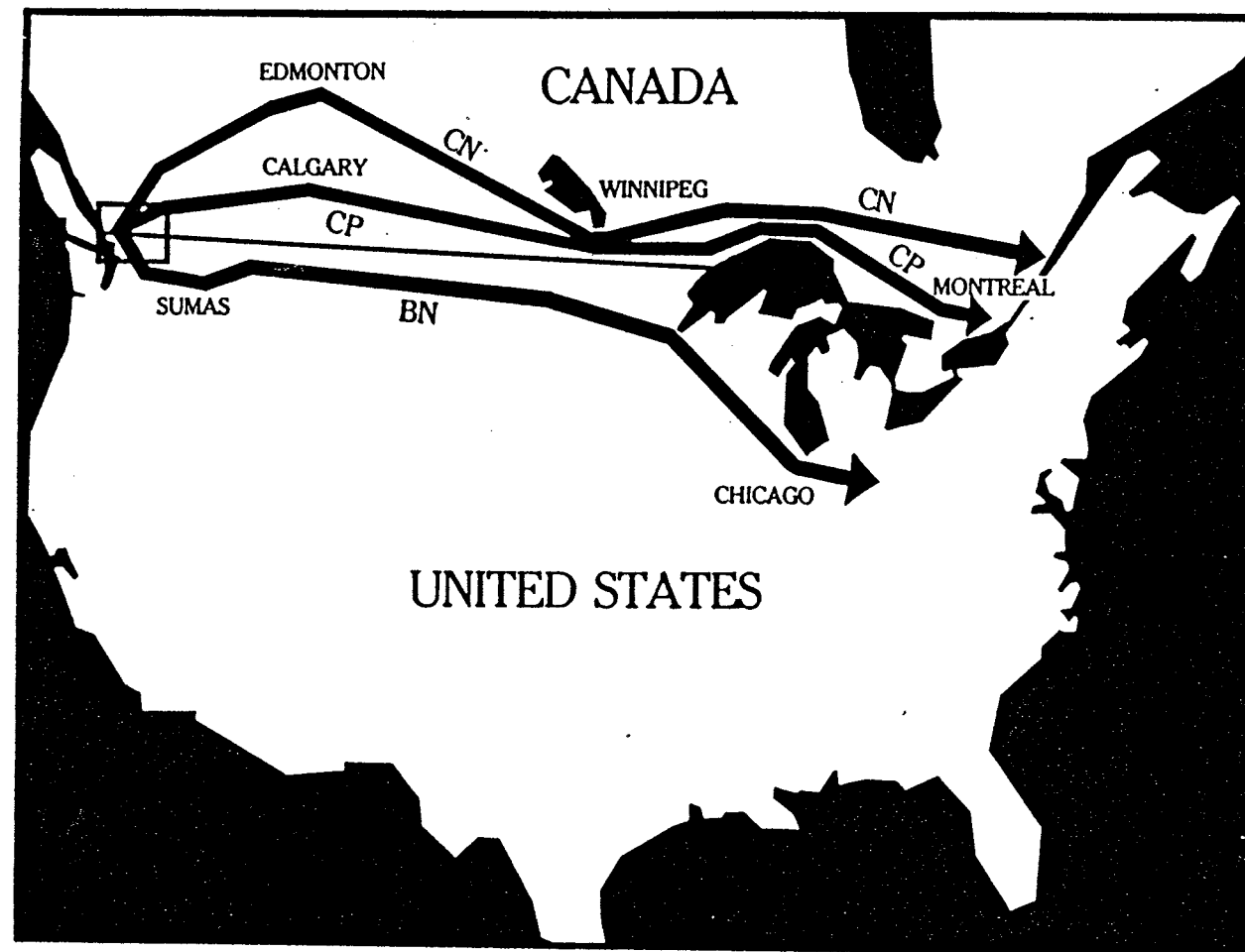
The Port of Bellingham is investigating the feasibility of designating a number of sites in Whatcom County as foreign-trade zones. One has been proposed at Sumas adjacent to the subject site, which is a partial rationale for this proposal for a cargo terminal. FTZ's are viewed as generators of economic activity, creating the need for a range of related uses and support services within close proximity.

The jurisdiction of the Port of Bellingham, which represents all of Whatcom County, has a number of attributes and advantages to offer FTZ's in terms of increasing trade, notably with Canada, Pacific Basin countries and Alaska. These include:

- a. shared border with Canada, Washington's second largest trading partner. Border ports of entry include Blaine and Sumas, plus three others lying between the major metropolitan areas of Seattle and Vancouver, British Columbia;
- b. deepwater port facilities at Bellingham, as well as public port facilities at Blaine and private waterfront access in the Cherry Point industrial area;
- c. immediate access to Interstate 5, the major north-south artery serving the West Coast of the United States and Canada (Highway 99);
- d. immediate access to the Trans Canada Highway, which is the major east-west artery crossing Canada;
- e. service by mainline railroads, including the Burlington Northern;
- f. well-established warehouse and distribution services; and
- g. availability of passenger and cargo air services at the Bellingham International Airport and the Blaine Municipal Airport.

In addition to its location and transportation assets, the County offers prime industrial and waterfront land at reasonable costs, favorable energy rates, and available skilled labor, all of which are incentives to the development of industry and trade both for the County and for the State of Washington.

In relation to the FTZ concept, the Port has received overwhelming support from local and statewide business and government interests, civic leaders, and local, state, U.S., Canadian and foreign firms engaged in trade and manufacturing activities. A market analysis and feasibility study was conducted for the Port by the firm of Simat International Ltd. The study identified a number of firms with interest in the proposed FTZ; evaluated nearly twenty potential FTZ sites within the County; and identified prospective FTZ operators.



Prospective Foreign-Trade Zone Occupancy

The following industries have expressed interest in the use of a Whatcom FTZ:

Fishing nets and supplies - two manufacturers and distributors of fishing nets and supplies.

Electronics - firms engaged in the import, assembly and distribution of electronic components.

High technology - research and light manufacturing.

Wood manufacturers - manufacturers of wood products (wood frame doors and windows and structural panels) interested in supplying both the U.S. and Canadian markets.

Distribution/warehousing - crossborder transportation companies with requirements for pickup/dropoff, stuffing/unstuffing, light assembly, warehousing, labelling and/or packaging of selected goods.

Paper Products - a major Canadian company with a significant U.S. and foreign market.

Camper Systems - Canadian manufacturer of fiberglass campers equipped with U.S. made components.

Jewelry - a Canadian importer and manufacturer with items imported from the Far East and exported to European markets.

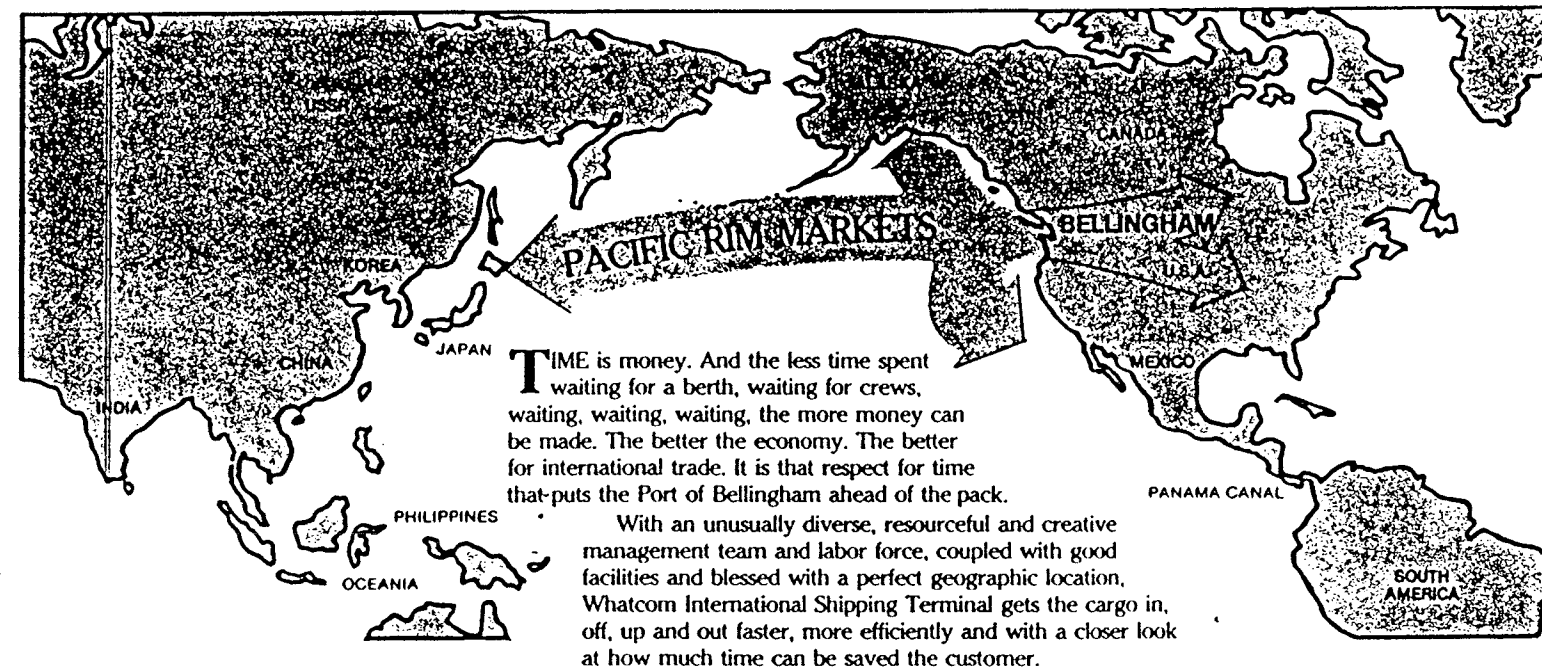
Household Furnishings - household furnishings and gift items with display.

Food Products - several FTZ uses related to food products, including frozen food packaging and labelling, fish processing, juice concentrates, and canned goods inspection and labelling.

Hand Tools - a tool importer who assembles components for hand tools.

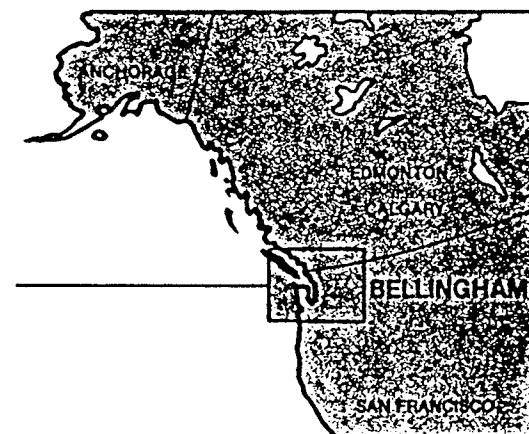
Some of these industries may be interested in a FTZ located at Sumas. Spinoff opportunities generated by these and other kinds of potential FTZ occupants help suggest potential users at the SUMAS CARGO TERMINAL.

Time counts; we care; efficiency means profit



These maps illustrate the context of the Port of Bellingham's and Whatcom County's locational opportunities for increasing trade and economic development. The proposed SUMAS CARGO TERMINAL and FTZ should be viewed as important elements in an overall strategy of development.

Gateway to the major markets



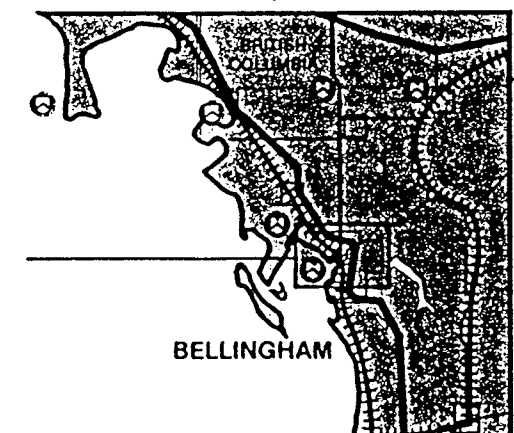
WITH proximity to the international border; all types of intermodal transportation at the front door; an international airport only minutes away; and days closer to four major markets, the Port of Bellingham's Whatcom International Shipping Terminal is a prime location — with service and facilities to match — for the industry's feeder-connection alternative.

Days closer on intermodal lanes



TUCKED into protected Bellingham Bay, where the Strait of Juan de Fuca meets the Strait of Georgia, Whatcom International Shipping Terminal is some 70 to 80 nautical miles closer on main shipping lanes than the other two major ports. The Port of Bellingham's role in intermodal connections, saving days of transportation time, is evident by the dual rail connections to both the interior of the United States and Canada.

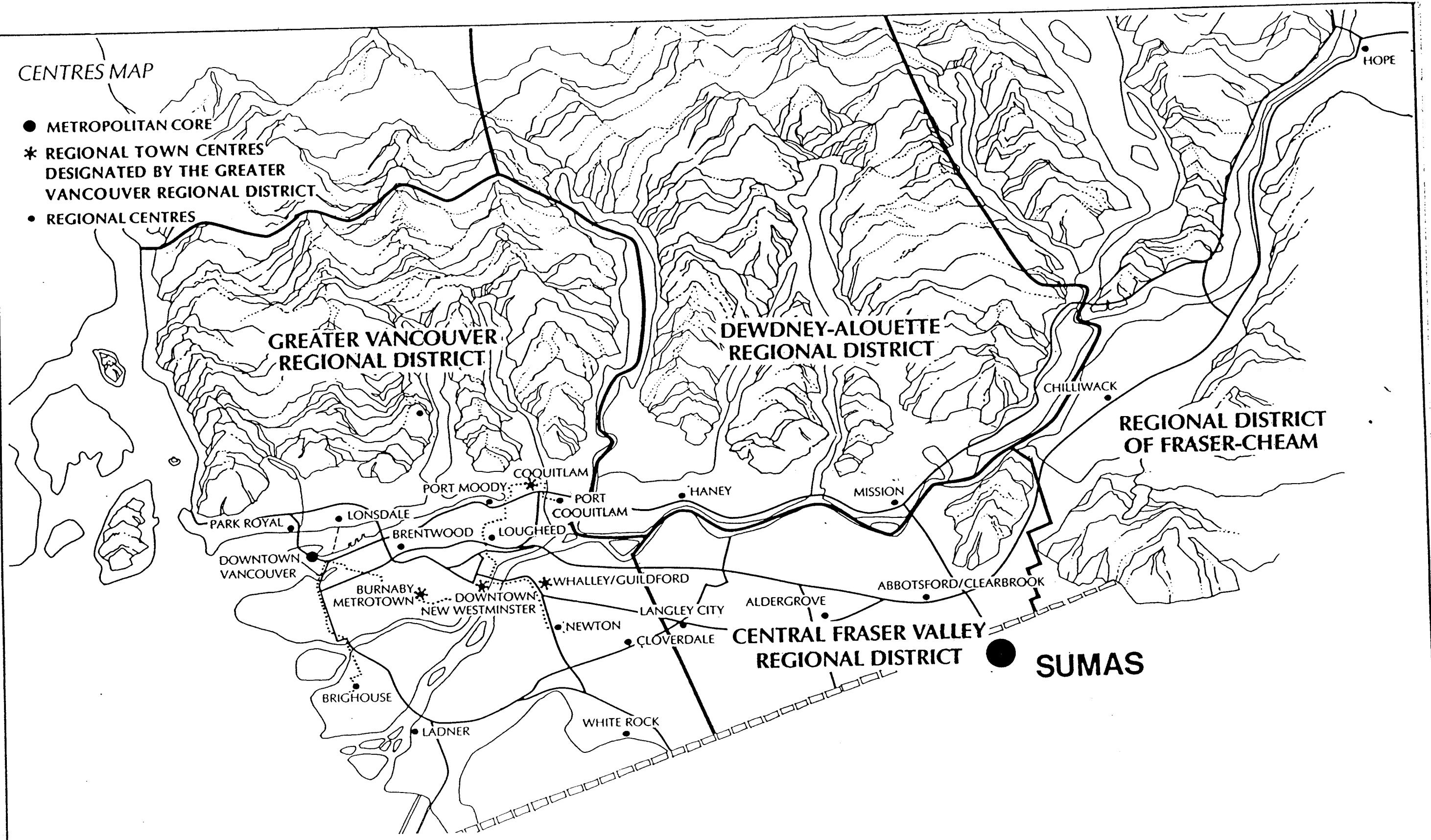
Five U.S. Customs Ports of Entry



WITH five U.S. Customs Ports of Entry — at Blaine, Lynden, Sumas, Point Roberts and the International Airport and Whatcom International Shipping Terminal, the Port of Bellingham is ideally located for the activation of a foreign trade zone as well as the leading interface for cargo movement in and out of the four surrounding major markets — Alaska, Canada, the U.S. Northwestern States and the Pacific Rim.

CENTRES MAP

- METROPOLITAN CORE
- * REGIONAL TOWN CENTRES DESIGNATED BY THE GREATER VANCOUVER REGIONAL DISTRICT
- REGIONAL CENTRES





2. SUMAS AND THE SITE

A. The Sumas Context

The Sumas River valley was settled in the 1880's, mainly due to the logging industry. A mill was constructed in the town and in 1891 three railroad companies constructed branch lines connecting Sumas with the port cities of Bellingham, Seattle, and Vancouver, British Columbia. The Town of Sumas was incorporated in that year. In 1897, Sumas became a major outfitting center for prospectors mining gold in the Fraser River basin in British Columbia. As lumber and mining resources diminished, the cleared land in the valley gradually was converted to farming. Several homesteads grew up in the valley, and the Town of Sumas then became a center for trade and food processing. (1)

In postwar years, Sumas' role as a gateway for those crossing the border either to or from British Columbia and Alberta has continued to play a vital role in the local economy. While rail usage has declined in recent years, automobile use has risen measurably, due to increased leisure time and the resulting growing importance of tourism. Providing retail services and entertainment to visitors, primarily residents of the Vancouver area, is a major aspect of Sumas' business and character. As the most direct route to the Mt. Baker ski area, the Sumas port of entry gets more winter traffic on Friday through Sunday, the days when skiing is possible, than it does the remaining four days of the week.

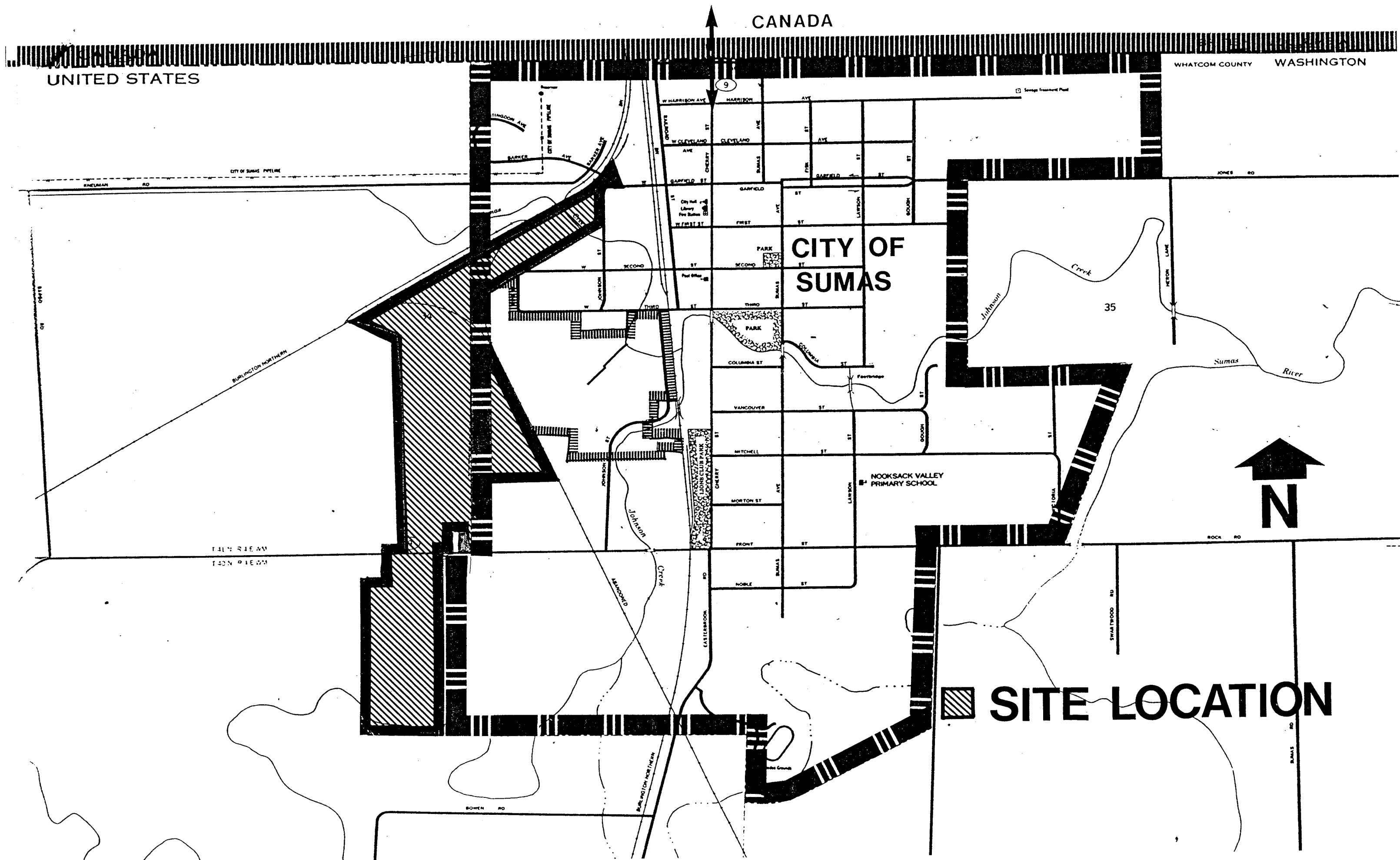
Clearly, Sumas lacks a strong industrial base; very few of those employed within the city are involved in the production of goods made for consumption elsewhere.

Thus, today the mainstays of the local economy are its services to the surrounding farming areas and its location as a port of entry. The transportation hub role provided a major element in Sumas' historical development and also provides a basis for the current proposal for a cargo terminal.

The land use and settlement pattern of Sumas is directly related to the same transportation factors noted above. Cherry Street, the north-south "main street" of Sumas, parallels the main line of the BN line, located a block to the west. Where Johnson Creek crosses Cherry Street, at about Third Street, divides the general commercial area and customs areas near the border from the more recent highway-oriented commercial strip to the south.

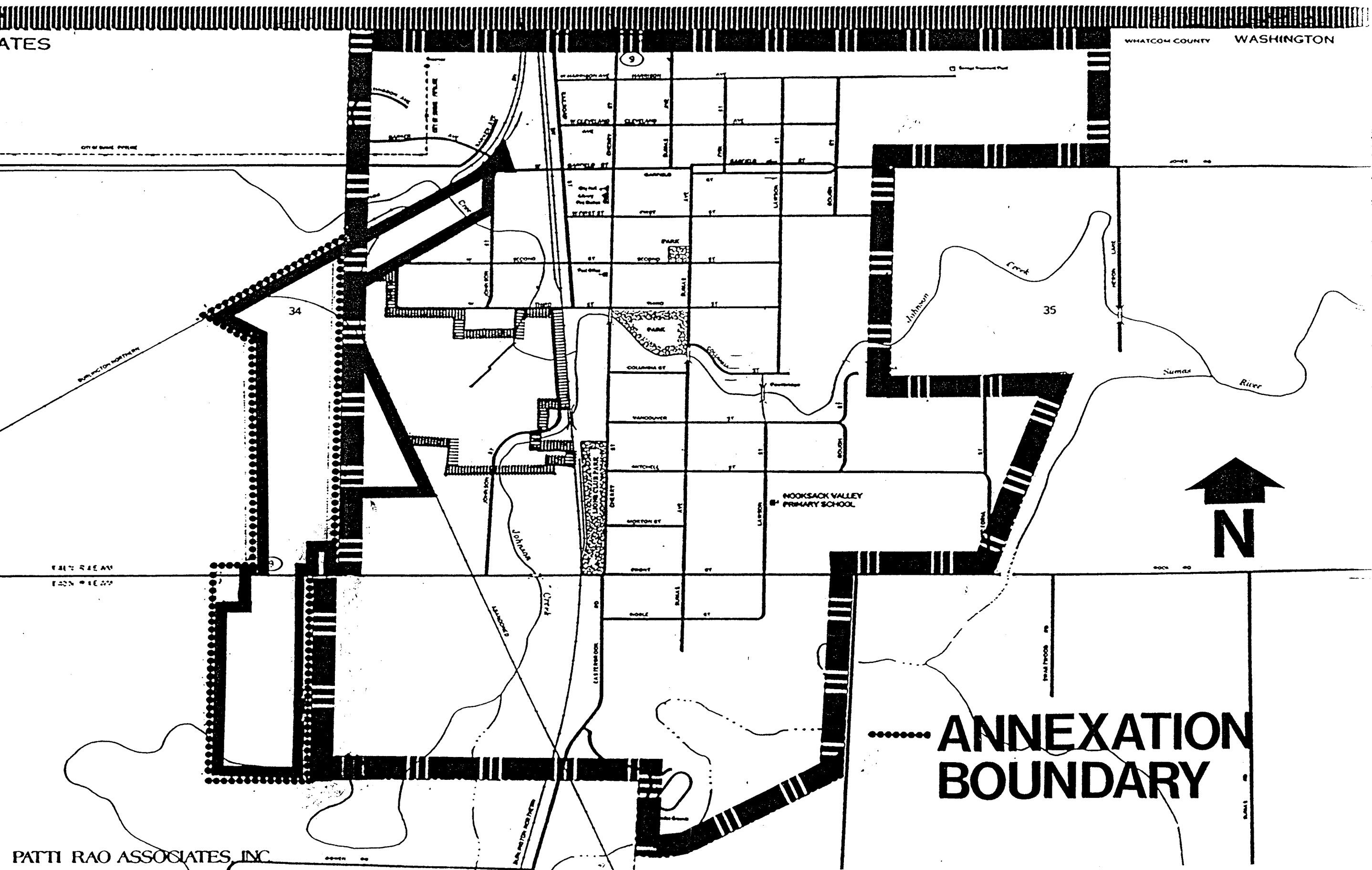
Located just west of the center of town is a small area of land zoned for industry, alongside the railroad tracks. Most of the residential areas of Sumas are located east of Cherry Street, as are the two schools. In recent years a newer residential area has developed on the small hill north of West Garfield Street, between the subject site and the international border. The same hill is the location of the City's water reservoir. There are two major areas in the town, a passive one, the Lions Club Park, situated on Johnson Creek on the old roundhouse property, and an active playing area and rodeo grounds at the southern city limits.

(1) "A Preliminary Plan for Sumas, Washington", by Urban Planning and Research Associates, Seattle, WA. 1969.

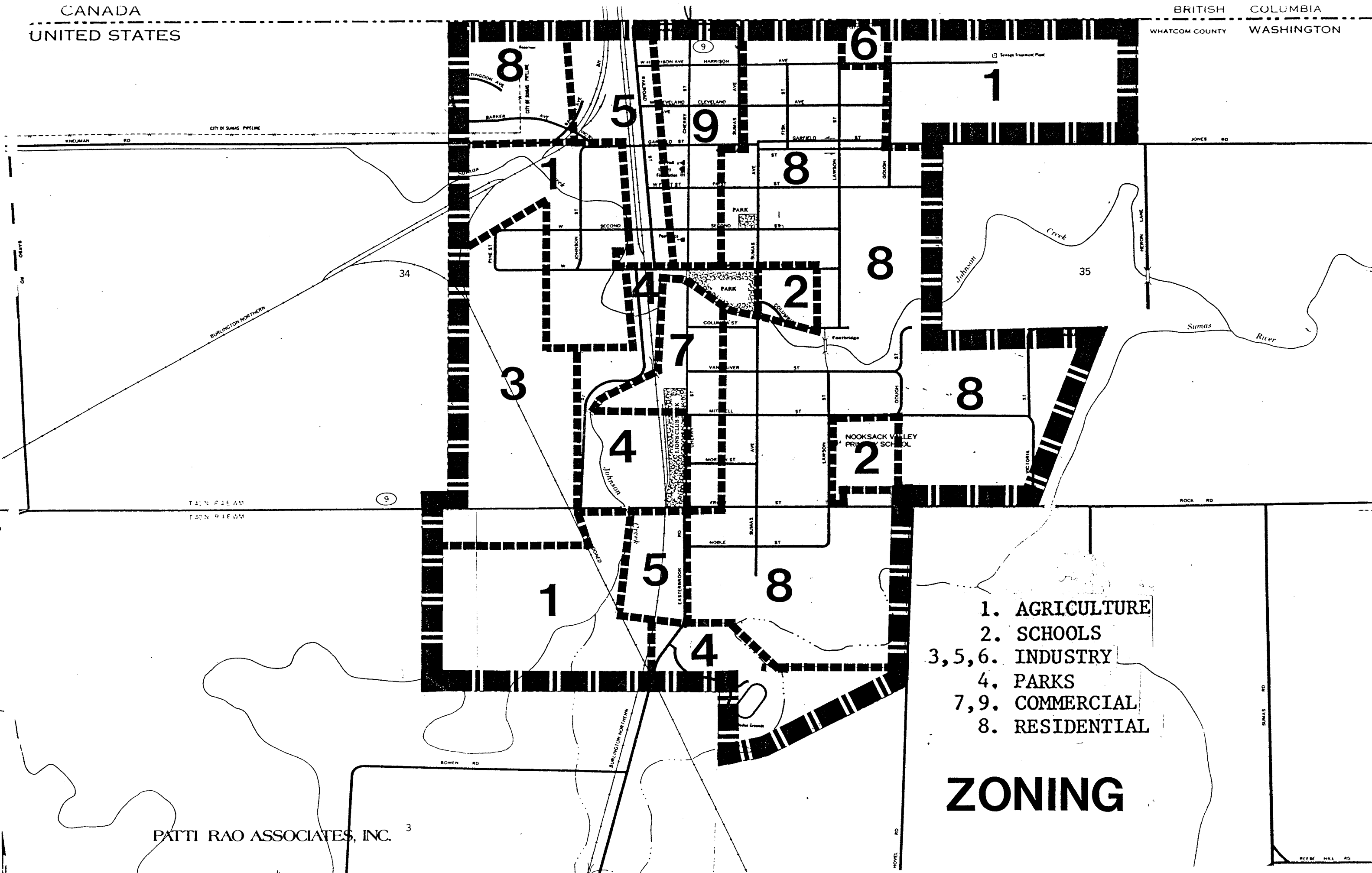


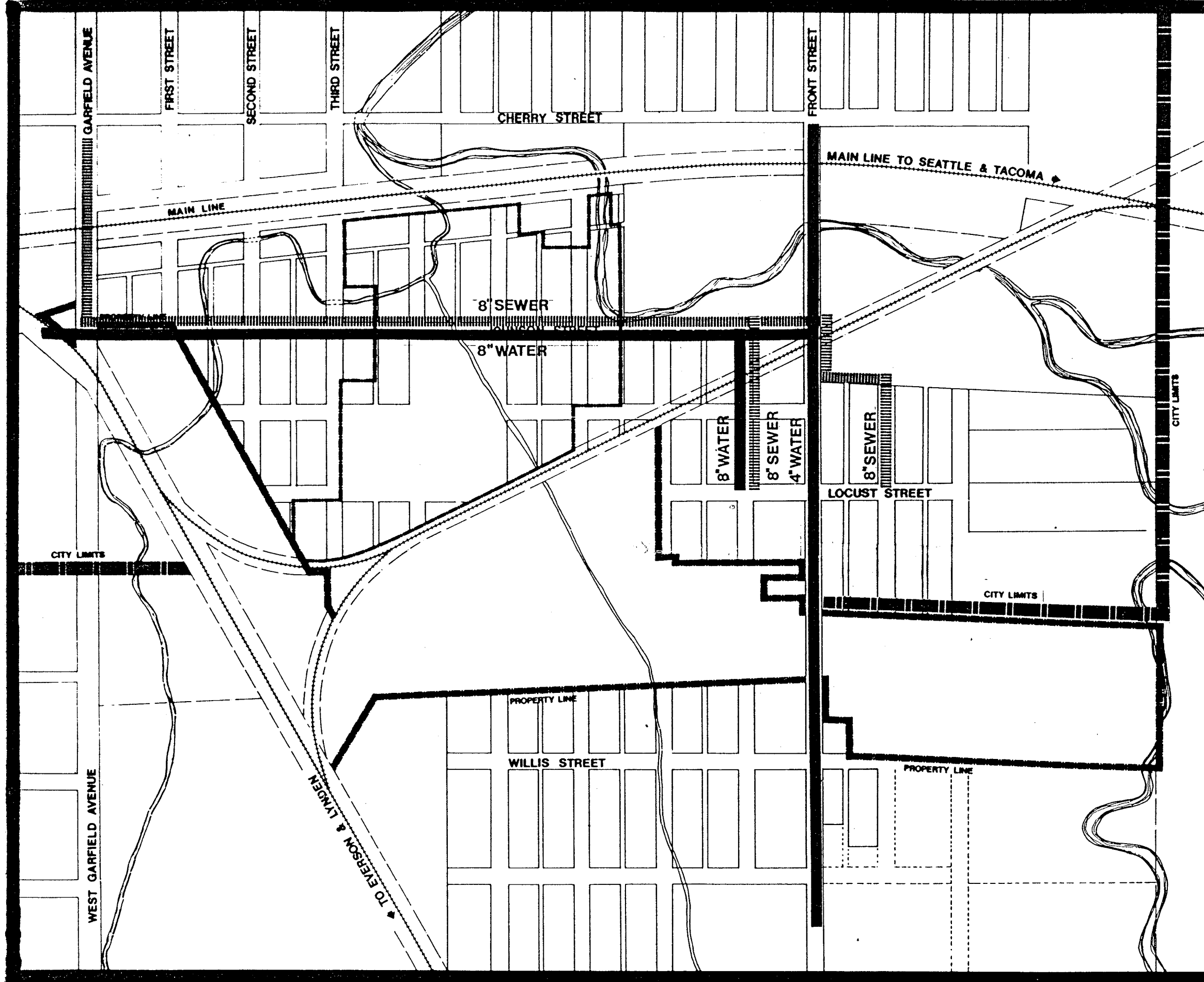
UNITED STATES

WHATCOM COUNTY WASHINGTON



PATTI RAO ASSOCIATES, INC.





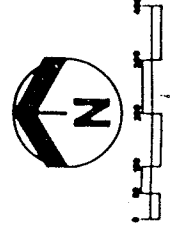
SUMAS CARGO TERMINAL



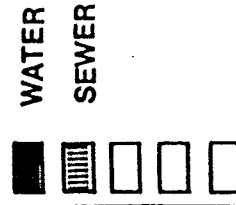
PORT OF BELLINGHAM
Washington State

PATTI RAO ASSOCIATES, INC.
DEVELOPMENT PLANNING CONSULTANTS

214 NORTH COMMERCIAL, BELLINGHAM, WA 98225
TELEPHONE (360) 734-3865
401 13 WATER STREET, VANCOUVER, B.C. CANADA
TELEPHONE (604) 684-9625

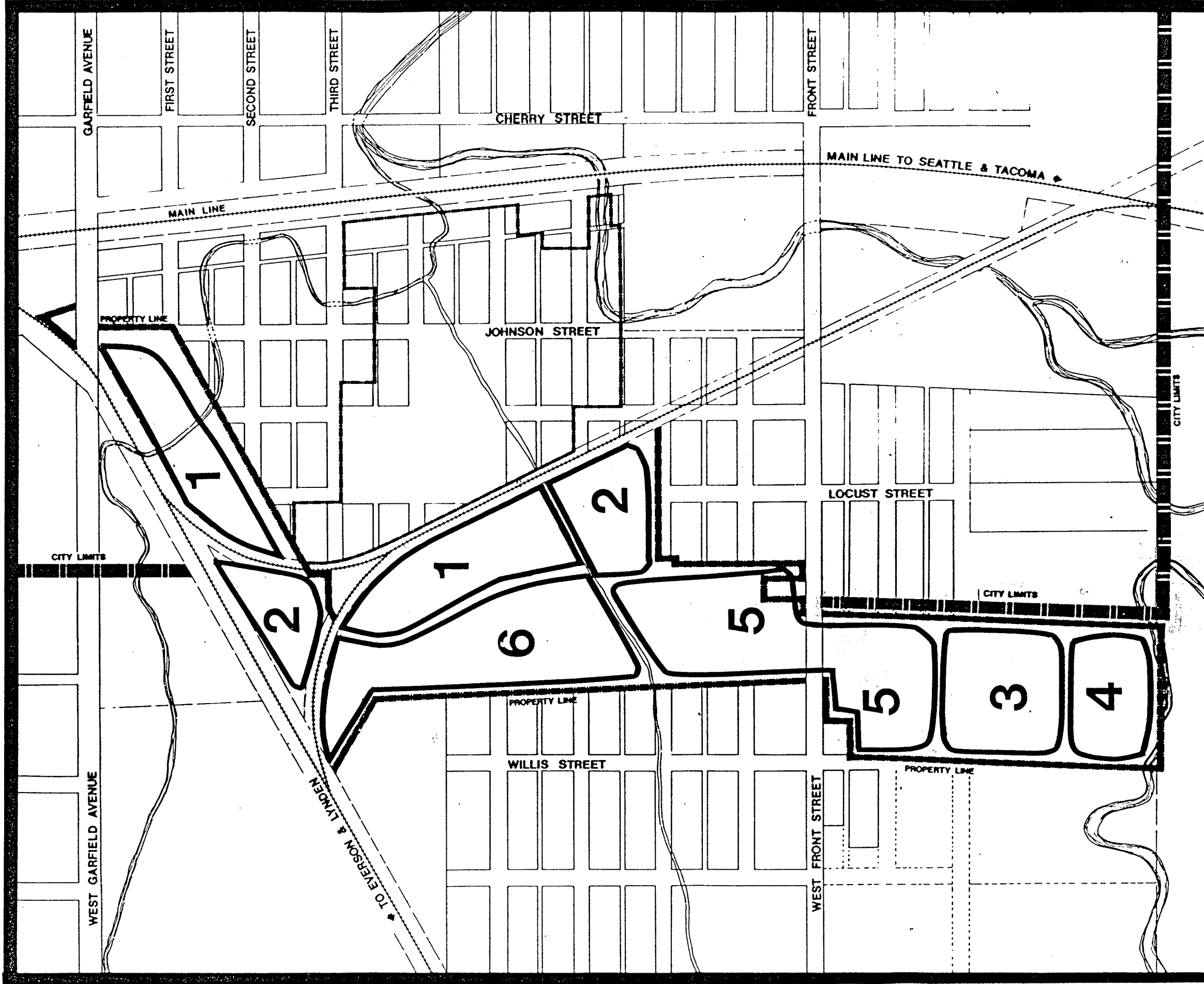


LEGEND



EXISTING UTILITIES

The next map summarizes a physical-visual analysis of the site.



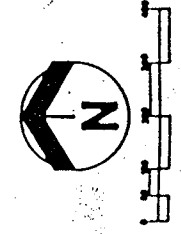
SUMAS CARGO TERMINAL



PORT OF BELLINGHAM
Washington State

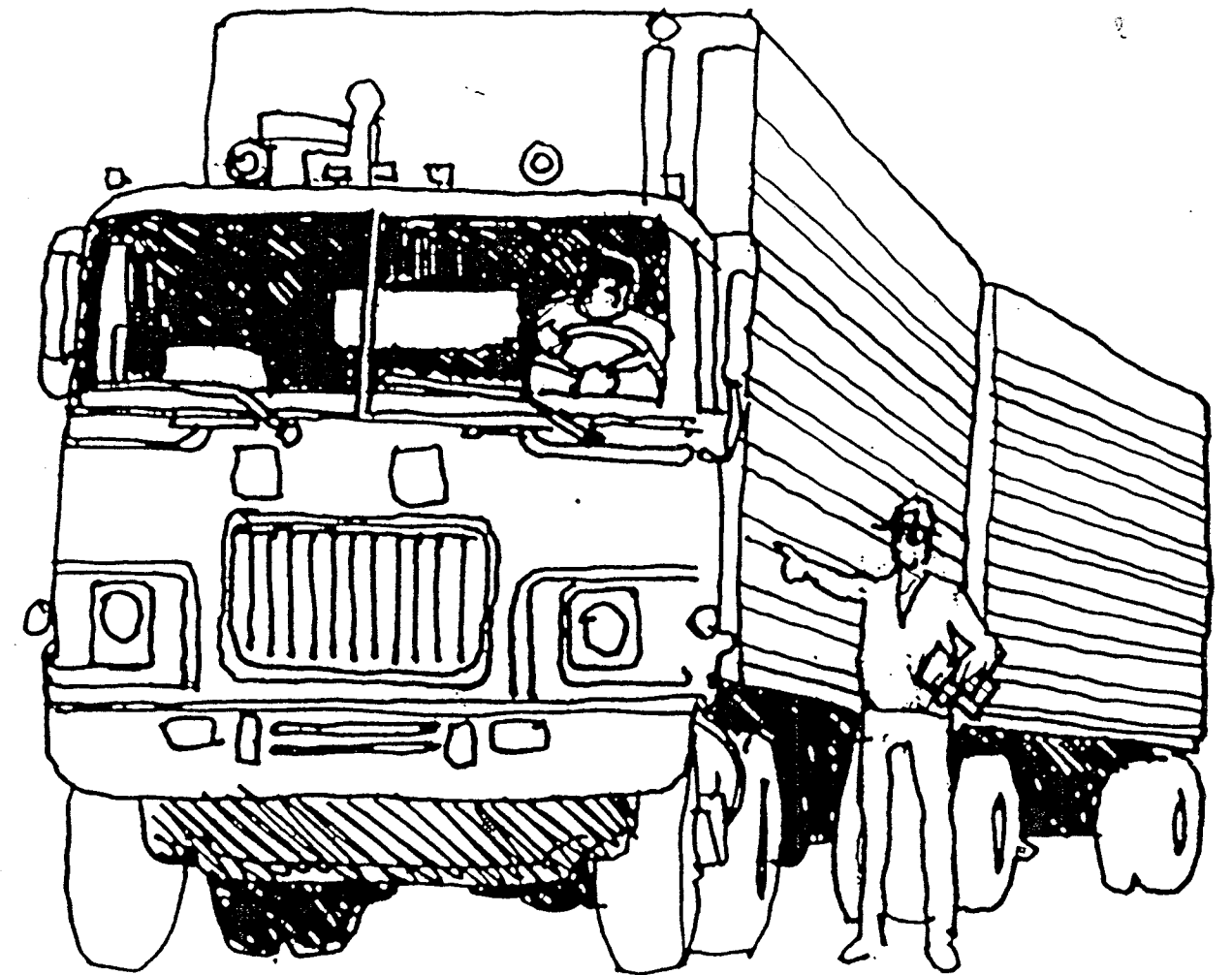
PATTI RAO ASSOCIATES, INC.
DEVELOPMENT PLANNING CONSULTANTS

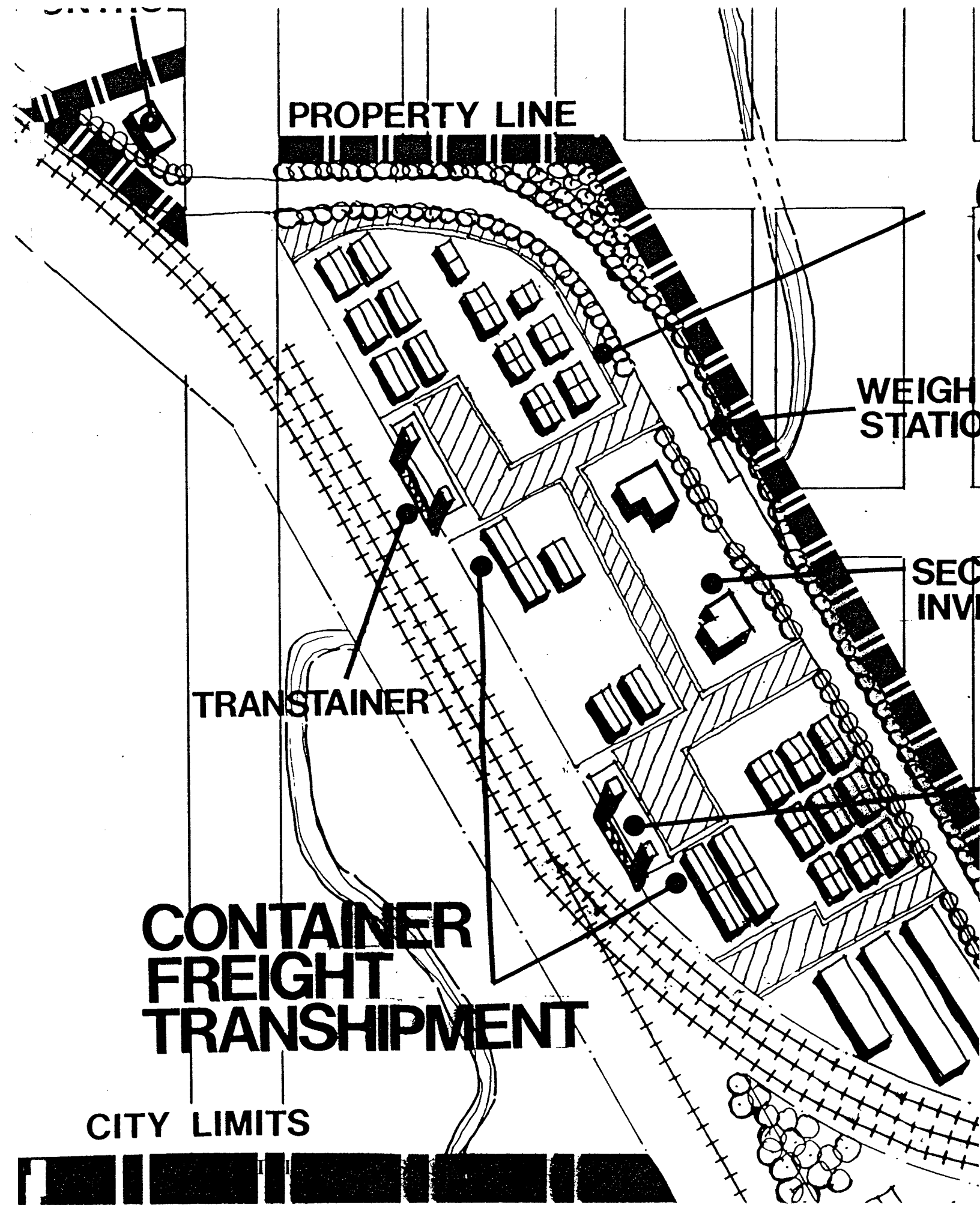
214 NORTH COMMERCIAL, BELLINGHAM, WA 98225
TELEPHONE (509) 734-2885
401 12 WATER STREET, VANCOUVER, B.C. CANADA
TELEPHONE (604) 684-1923



- LEGEND**
- 1 CONTAINER
 - 2 STAGING
 - 3 COVERED STORAGE
 - 4 BULK
 - 5 SUPPORT
 - 6 DISTRIBUTION

SITE OPPORTUNITIES





3. PRELIMINARY DEVELOPMENT PLAN

The development of the proposed SUMAS CARGO TERMINAL is based on the premise that the Port of Bellingham will prepare the site for development through to subdivision, and, through one or more operators, arrange for long-term operation by others. The Port and/or the operator(s) will establish and enforce a set of guidelines to ensure that the Terminal is designed, operated and maintained at a level necessary to make it a good quality development.

Three large categories of end-users are expected to be attracted to the Sumas Cargo Terminal. First, the cargo terminal facilities, where intermodal transfers of cargo (rail to truck, truck to rail, truck to truck) would take place. Much of this activity will be containerized, with attendant requirements for large surface and warehouse type spaces. The second main group of users will be those associated with bulk transfer, such as lumber products, dairy and other agricultural products, semi-finished commodities destined for Alberta, and the like. Light manufacturing, assembly, blending and bagging activities would be part of this activity group, as would be storage. The third and last group of end-users would be those who provide support services for the above associated two, and for FTZ-related needs and requirements. For example, customs brokers, freight forwarders, weigh stations, multi-tenant buildings, and the like. Also, the subject site itself offers the potential to be designated as part of an expanded foreign-trade zone.

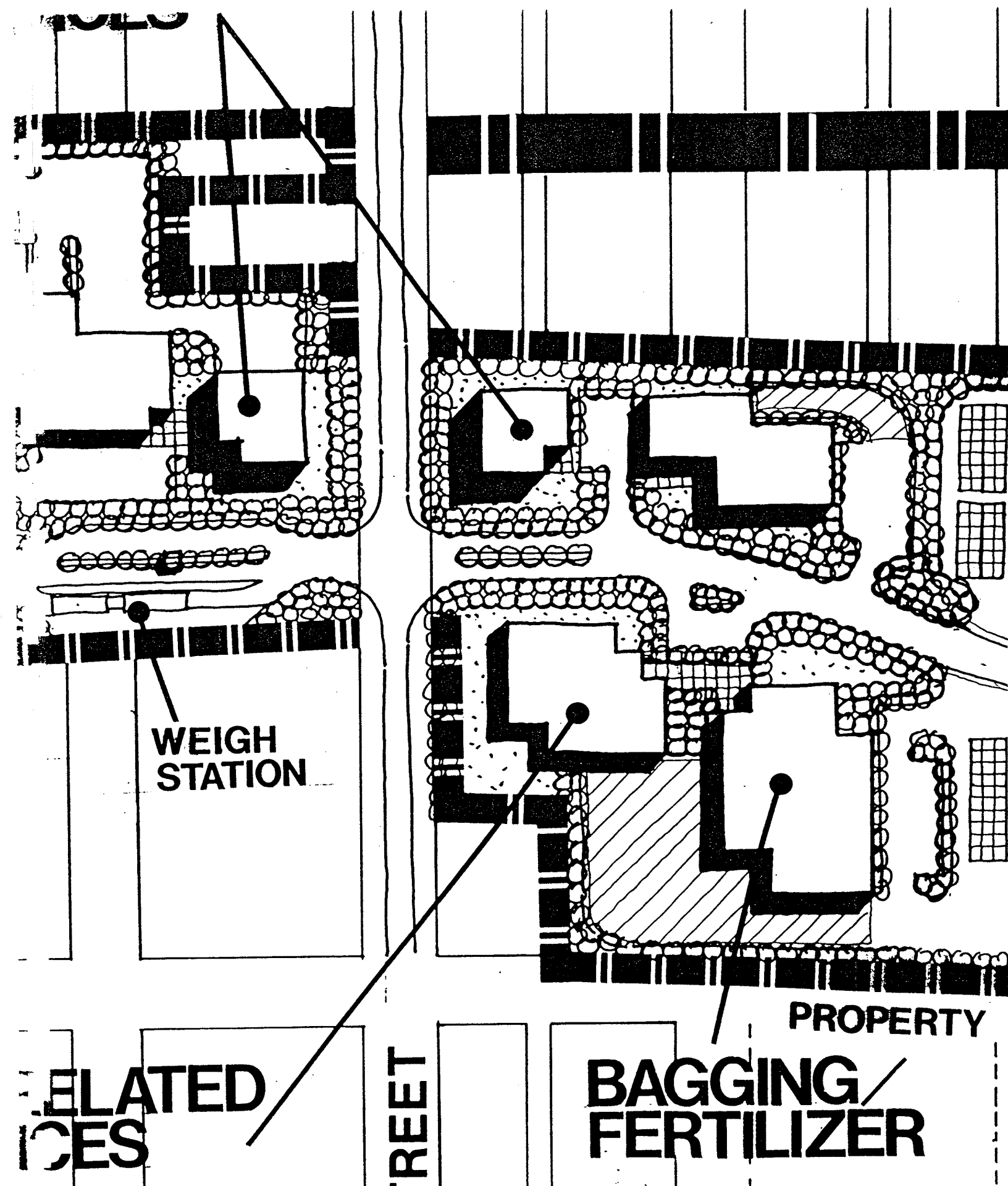
The Preliminary Master Development Plan illustrates how these uses would be distributed around the site to take advantage of its intrinsic constraints and opportunities, with the objective of developing a cohesive and unified whole.

The Preliminary Master Site Development Concept Plan is based on matching the space and operational requirements of the operators to the opportunities and constraints offered by the site itself. Since the subject property is divided into three parts by existing roads and rail tracks, these divisions have been utilized to develop linear enclaves of similar uses. A combination of both enclosed and open facilities will be required.

The land use and circulation concept is diagrammed. Two unit train spurs will be added parallel to the active north-south BN track, thence connecting to the line connecting to Canada and the existing spurs.

The north land unit will be comprised of two basic uses: the first, close to the northeast corner of the site and nearest the customs headquarters, will be the rail-truck transfer area, largely for containerized cargo. Both incoming and outgoing trains can be either loaded or unloaded in this area, with provision for both short-term and long-term storage. The second major use in the north parcel will be as staging area.

The central parcel is also comprised of container-oriented users paralleling the rail spurs, along with associated warehousing, distributing and light manufacturing activities. On the east will be those activities requiring direct rail access to the unit train spurs. On the west, separated by the central spine road, will be other warehousing and distribution activities, more trucking-oriented. A truck service station is proposed adjacent to the spine road in this central location, and would have a coffee shop as an ancillary use.



PATTI RAO ASSOCIATES, INC.

The south parcel, below West Front Street, is planned to accommodate such uses as bulk transfer and storage, a bagging plant, fertilizer blending and storage, agricultural pellet storage and the like.

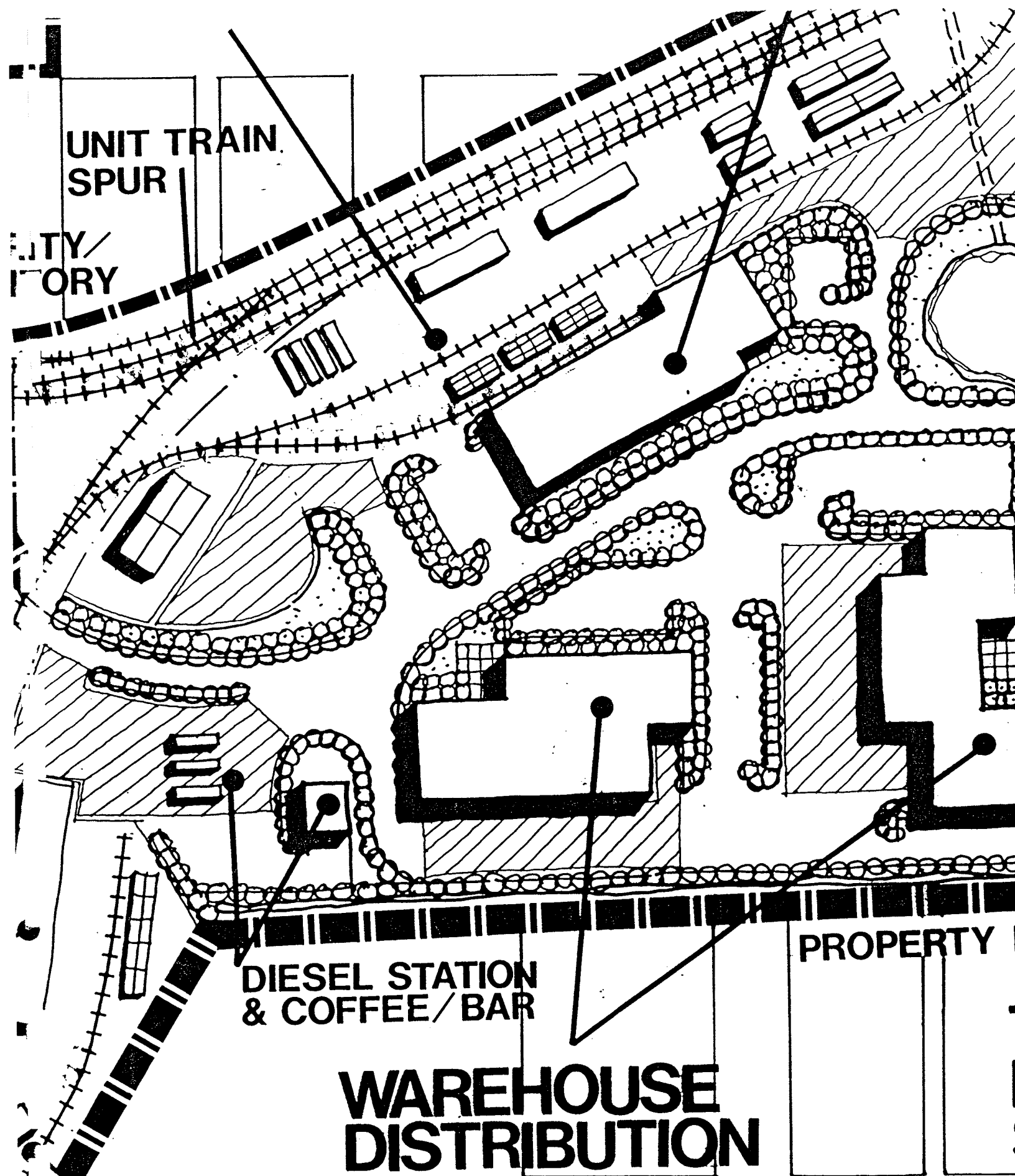
Access to the various parcels will be by means of West Front Street (serving the south and central parcels primarily), and Garfield Street, serving the north and central parcels mainly. Control points will be required at the locations where these public roads enter the relevant parcels.

Additional access to the site is possible via West Second and/or West Third Streets, as well as from presently unimproved West Seventh Street from Johnson Street, if necessary. In all likelihood however, fewer rather than more access will be preferable, due to security and control requirements.

It should be noted that at this time the Washington State Department of Transportation is considering various options for Canadian truck access through Sumas to the proposed FTZ and Sumas Cargo Terminal. Due to the fact that Canadian authorities permit larger loads on their public roads than does the State of Washington, there is a need to transfer loads from Canadian trucks crossing at Sumas to American trucks which meet the state's load restrictions. Alternatives presently under consideration for routing Canadian trucks through Sumas include:

- relaxation of state restrictions on existing Highway 9 (Cherry Street and West Front Street) between Customs and the Sumas Cargo Terminal and the proposed FTZ;
- adding an additional lane to these same streets that are constructed to meet the standards of the Canadian systems; or
- acquiring and developing a separate road from the Customs office to the Cargo Terminal and FTZ.

Parking is to be dispersed throughout the development in relationship to the building enclaves.



PATTI RAO ASSOCIATES, INC.

Statistical Summary

The following is a statistical summary of the plan for the Sumas Cargo Terminal:

1. **TOTAL AREA SUBJECT TO ANNEXATION:** Approximately 34 acres.

2. **PORT OF BELLINGHAM PROPERTY:** Parcel A: 16.29 acres
(includes 1.98 acres of roads to be vacated)

Parcel B: 5.61 acres
Parcel C: 13.47 acres
Parcel D: 6.00 ± acres
Parcel E: 3.30 ± acres
Parcel F: 0.27 acres

44.84 acres*

*(10.84 acres within corporate limits
34 acres unincorporated)

3. **MAJOR USES:**

- 1) Cargo terminal
- 2) Bulk transfer
- 3) Service and FTZ-associated uses

includes about 13 operators under lease to the Port of Bellingham. One or more operators will operate the Sumas Cargo Terminal on behalf of the Port.

4. **AREAS**

Building Area 220,000 sq.ft.

Warehousing
Light Manufacturing
Support Services

Covered Storage 80,000

Container Service Area 700,000

Bulk Storage 300,000

1,300,000 ± sq.ft.

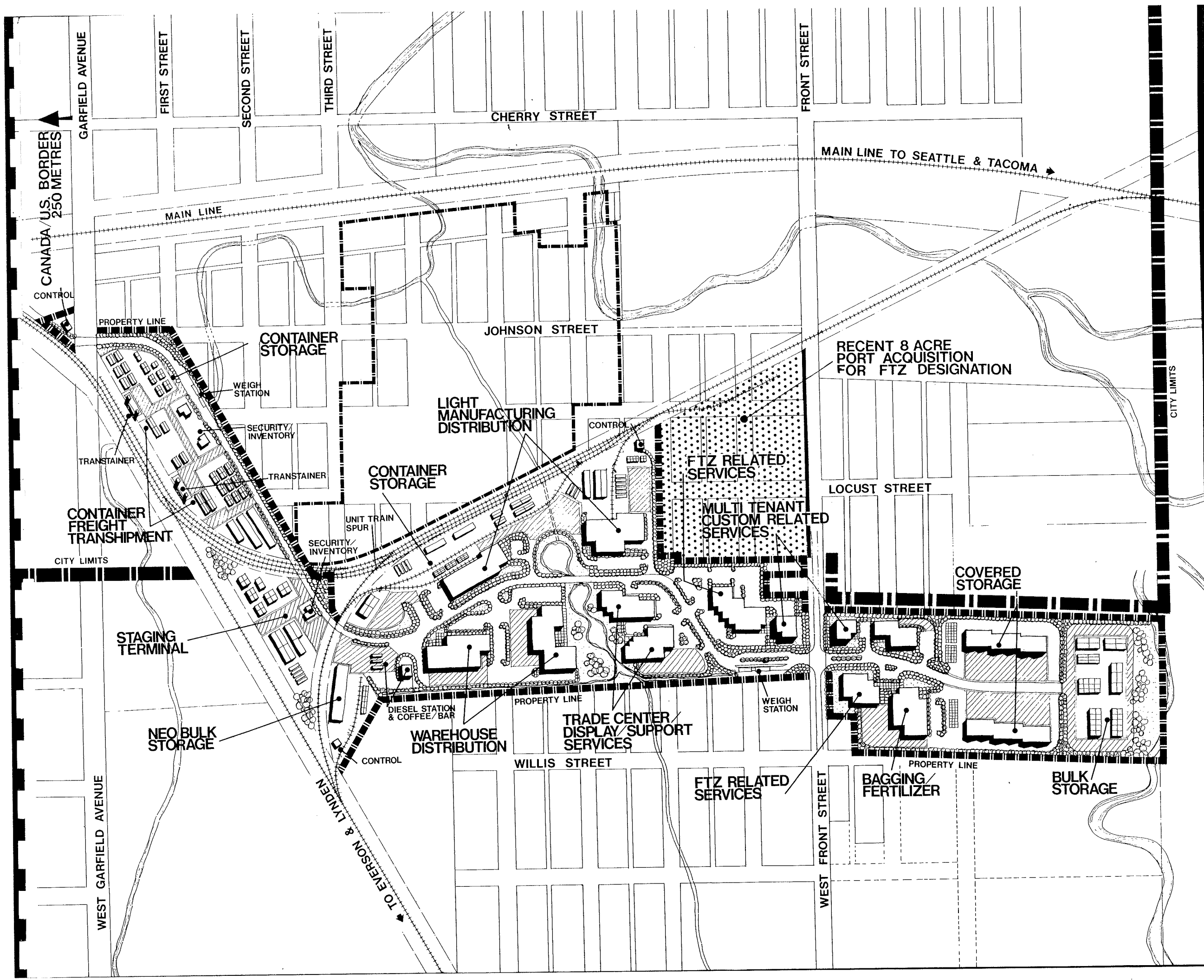
Circulation, Parking, Detention
Ponds, and Open Space 650,000 ± sq.ft.

Rail siding (on site) 6,800 linear feet

5. **PHASING**

Over a 10-12 year Period

Phase 1: 1986-1988 (2-3 years)
Phase 2: 1989-1994 (5-6 years)
Phase 3: 1995-1998 (2-3 years)



SUMAS CARGO TERMINAL



PORT OF BELLINGHAM
Washington State

PATTI RAO ASSOCIATES, INC.
DEVELOPMENT PLANNING CONSULTANTS

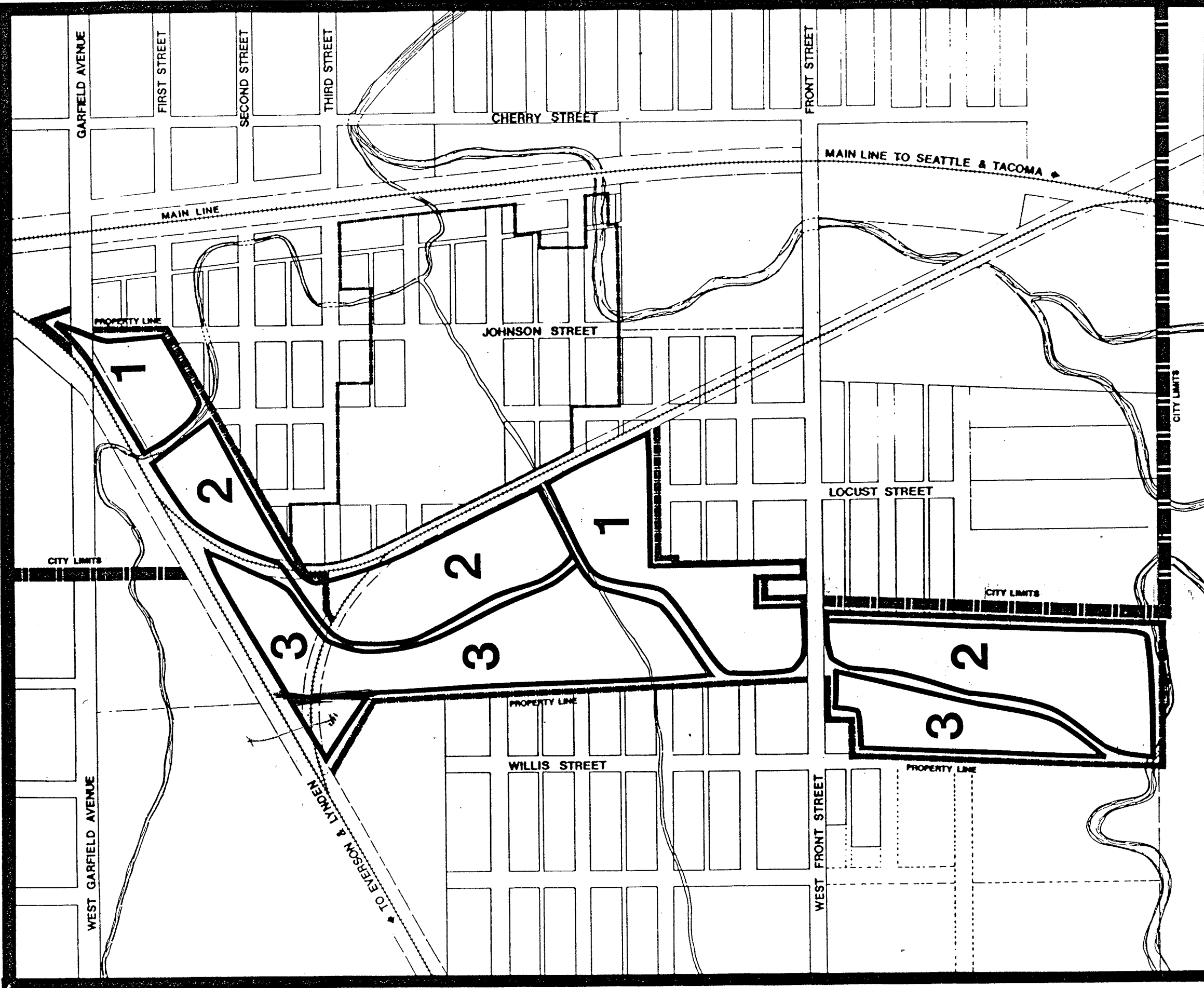
214 NORTH COMMERCIAL, BELLINGHAM, WA 98225
TELEPHONE (206) 734-3663
401 12 WATER STREET VANCOUVER, B.C. CANADA
TELEPHONE (604) 684-9623

PRELIMINARY
MASTER DEVELOPMENT PLAN

LEGEND

- CONTAINER
- BULK
- SERVICE
- STORAGE
- BUILDINGS

The next map illustrates proposed phasing of the SUMAS CARGO TERMINAL which is anticipated to be developed in three stages over a 10 to 12 year horizon.



SUMAS CARGO TERMINAL



PORT OF BELLINGHAM
Washington State

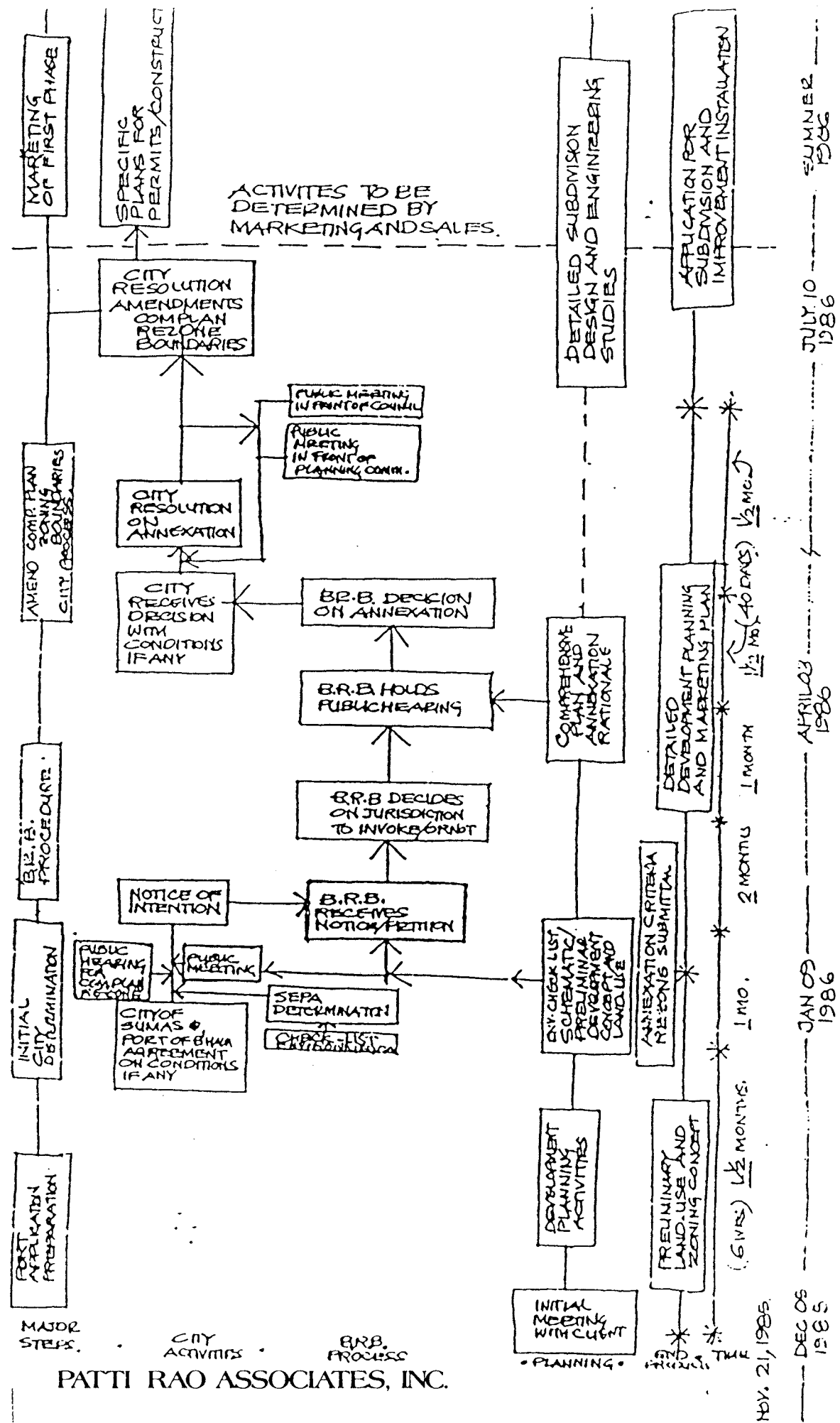
LEGEND

1	FIRST PHASE
2	SECOND PHASE
3	THIRD PHASE

PATTI RAO ASSOCIATES, INC.
DEVELOPMENT PLANNING CONSULTANTS

214 NORTH COMMERCIAL, BELLINGHAM, WA 98231
TELEPHONE (360) 734-2885
405 12 WATER STREET, WACONAVILLE, B.C. CANADA
TELEPHONE (604) 644-9432

PHASING



4. CONCLUSION

A. Planning and Approval Process

A planning and approval process Flow Chart was prepared to reflect and interrelate three main objectives. These are:

- Public process involving procedures for annexation;
- Plan and zoning map and text amendments; and
- The preparation of a Master Plan for the Sumas Cargo Terminal.

The accompanying chart illustrates the activities involved in four major steps required for city annexation and master plan approval.

The submission of this report is intended to provide the basis for initial City of Sumas determination of the Port of Bellingham's proposal and to initiate the annexation process.

B. Rationale for Annexation

The site is considered to be well-suited for its intended use as the Sumas Cargo Terminal and possible future Foreign-Trade Zone. Among other reasons, as has been stated earlier, the proposal arise in large part due to the same set of factors that historically stimulated development in Sumas - its role as a transportation hub and gateway to the border. The Sumas Comprehensive Plan and recent zoning amendments have followed a trend toward seeking additional industrial activity in the community, centered on rail lines. Likewise, the Whatcom County Comprehensive Plan for the Lynden-Nooksack Valley, which includes the Sumas valley, considers the site within the sphere of influence of Sumas, subject to its annexation, and a likely future site for industrial designation and use.

Essential urban services operated by Sumas are available near or at the boundary of the site, and, as a precondition of their extension, annexation is considered essential. Further, annexation to the incorporated municipality of Sumas would make the City of Sumas eligible to qualify for beneficial financing for infrastructure improvements.

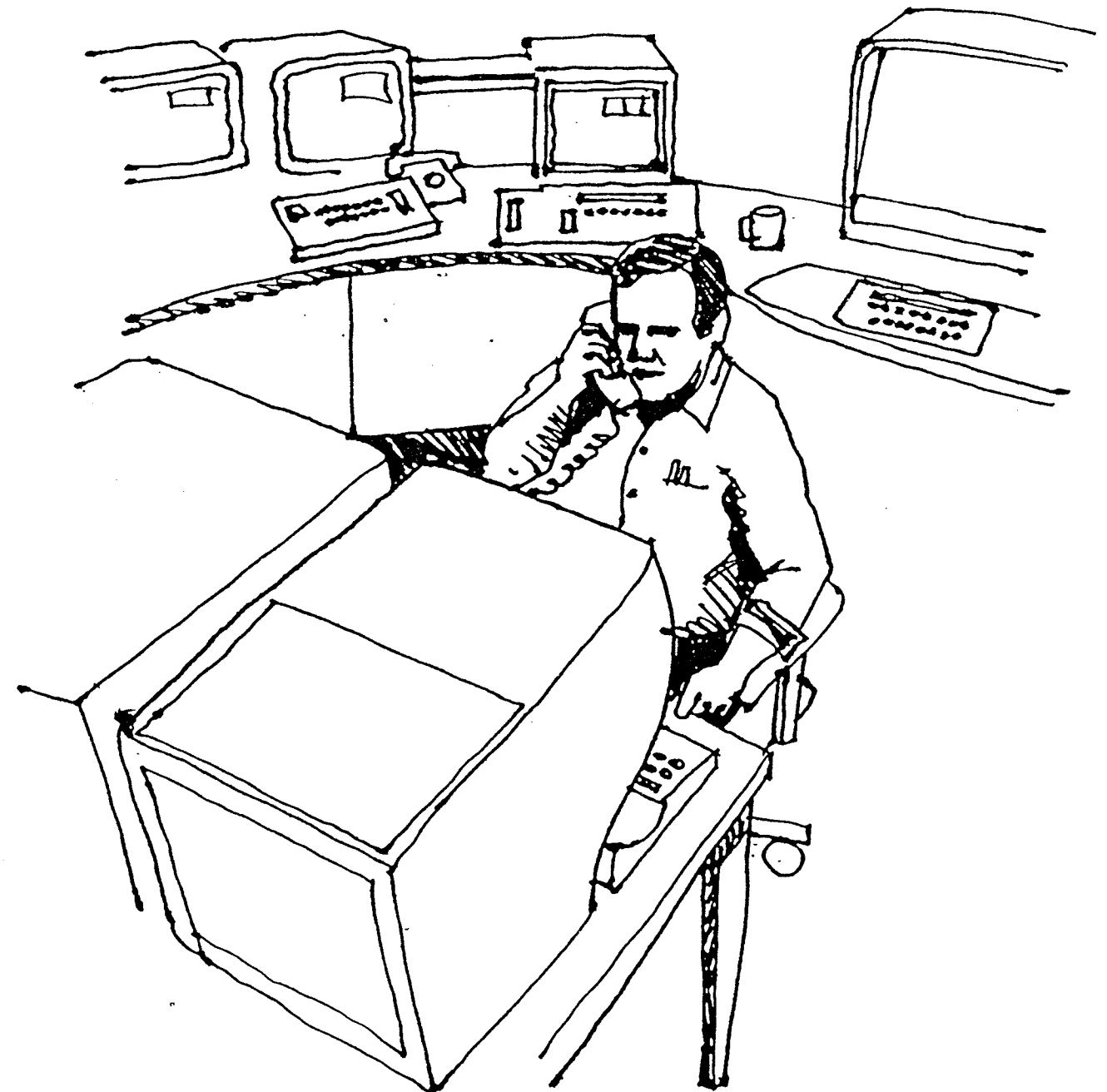
Through annexation to Sumas, creation of special use districts or duplication of services would be avoided. Being urban in nature, the proposed uses clearly deserve to be part of an incorporated area. This would simplify and coordinate planning, zoning and building permit approvals in an efficient manner.

Potential benefits to Sumas include the increase in employment opportunities. By the creation of permanent as well as temporary (construction-related) jobs, both direct and indirect, measurable improvements to the local economy should result. Sumas, which has had a declining population for many years, should experience revitalization. Young people, in particular, traditionally have had to leave the area in order to find jobs. With the Sumas Cargo Terminal and the spinoff activity generated by it, many would be encouraged to stay home, start families, and so forth. A number of new residents would be attracted to the community, further contributing to the revitalization process.

In conclusion, the Port of Bellingham considers these to be convincing arguments favoring annexation. Therefore, the Port requests that the City Council file a notice of intention with the Whatcom County Boundary Review Board to initiate the annexation process.

APPENDIX

Boundary Review Board Notice of Intention
Environmental Checklist
References



WHATCOM COUNTY BOUNDARY REVIEW BOARD
 Whatcom County Courthouse Annex
 1000 N. Forest
 Bellingham, WA 98225

BRB FILE # _____

WHATCOM COUNTY BOUNDARY REVIEW BOARD - NOTICE OF INTENTION

As required by RCW 36.93.090, a Notice of Intention is hereby submitted for:
 (Please place a check mark in the appropriate box.)

1. ☒ /X/ The creation, dissolution, incorporation, disincorporation, consolidation, or change in the boundary of any city, town, or special purpose district
2. ☐ / / Assumption by any city or town of all or part of the assets, facilities or indebtedness of a special purpose district which lies solely within such city or town
3. ☐ / / Establishment of or change in boundaries of a mutual water and sewer system or separate sewer system by a water district pursuant to RCW 57.08.065 or Chapter 57.40 RCW, as now or hereafter amended
4. ☐ / / The establishment of or change in the boundaries of a mutual sewer and water system or separate water system by a sewer district pursuant to RCW 56.20.015 or Chapter 56.36 RCW, as now or hereafter amended
5. ☒ /X/ Extension of permanent water or sewer service outside of its existing corporate boundaries by a city, town or special purpose district.

Briefly Explain what action is being requested by this Notice of Intention:

Annexation to the City of Sumas of approximately 34 acres of land adjoining
the western city limits.

Proceedings were initiated under authority of RCW _____

(If applicable, please complete the following information.)

By: ☒ /X/ Petition Method: 60 % of land area owned by petition
 signers (Must be 60%) *See Attached letter from Port of
 Bellingham to City of Sumas

☐ / / Election Method: _____ Number of qualified electors in
 the area to be annexed

_____ % of above figure represented by signers (must be
 at least 15% for Fire Districts and 20% for Sewer and Water
 Districts)

Will simultaneous adoption of Comprehensive Plans be required? YES

If Yes, by whom? City of Sumas

Will annexation include annexation of or assumption of or control of all or
 part of a Water, Sewer, or Fire Protection District? NO

If Yes, please give name(s) and number(s) of Districts involved _____

Name each *Special Purpose District having jurisdiction within the boundaries
 of the proposal area. _____

FACTORS TO BE CONSIDERED BY THE WHATCOM COUNTY BOUNDARY REVIEW BOARD

RCW 36.93.170:

In rendering a decision on the proposal or an alternative, the Board shall consider the factors affecting such proposals, which shall include, but not be limited to the following:

1. Population and Territory: population density; land area and land uses; comprehensive use plans and zoning; per capita assessed valuation; topography; natural boundaries and drainage basins; proximity to other populated areas; the existence of prime agricultural soils and agricultural uses; the likelihood of significant growth in the area and in adjacent incorporated and unincorporated areas during the next ten years; location and most desirable future location of community facilities.
2. Municipal services, need for municipal services; effect of ordinances, governmental coes, regulations and resolutions on existing uses; present cost and adequacy of governmental services and controls in the area; prospects of governmental services from other sources; probably effect of proposal or alternative on cost and adequacy of services and controls in area and adjacent area; the effect on the finacnes, debt structure, and contractual obligations and rights of all affected governmental units.
3. The effect of the proposal or alternative on adjacent areas, on mutual economic and social interests, and on the local government structure of the County.

OBJECTIVES OF THE WHATCOM COUNTY BOUNDARY REVIEW BOARD

RCW 36.93.180:

1. Preservation of natural neighborhoods and communities;
2. Use of physical boundaries, including but not limited to bodies of water, highways, and land contours.
3. Creation and preservation of logical service areas;
4. Prevention of abnormally irregular boundaries;
5. Discouragement of multiple incorporation of small cities and encouragement of incorporation of cities in excess of ten thousand (10,000) population in heavily populated urban areas;
6. Dissolution of inactive special purpose districts;
7. Adjustment of impractical boundaries; and
8. Incorporation as cities or towns or annexation to cities or towns of incorporated areas which are urban in character; and
9. Protection of agricultural lands;
10. Provide reasonable assurance that the extension of municipal services and the additional payments to be made by the property owners of the area to be annexed in the form of taxes bear a reasonable relation to the value of the additional municipal services to be received. This objective shall apply only to cities with a population of 400,000 or more which initiates a resolution for annexation proceedings.

WCBRB-10/84

*Special purpose district means any sanitary district, sewer district, water district, fire protection district, drainage improvement district, drainage and diking improvement district, flood control zone district, irrigation district, metropolitan park district, drainage district, public utility district engaged in water distribution, or water distribution district.

Present	Proposed
Sewers _____	City of Sumas _____
Water _____	City of Sumas _____
Fire F.D. 14 _____	same _____
Police Sheriff Patrol Zone 8 _____	same _____
Other(s): _____	_____
Growth Potential: _____	_____

In addition to the Spokesperson for the Petitioner, the following other person(s) (attorney, etc.) shall receive communication regarding this proposal: _____

of Signatures on petition: 1
Number of Residences in Area: 2
Population of Area: _____ Acreage: 34.5
Assessed Valuation: \$ 136,320 Zoning: _____
Topography: level
Boundaries: see attached map
Proximity: Adjacent to corporate limits of Sumas
Roads: West Front Street

Attachments: Please include the following: (If the following materials are not included in the Notice of Intention, action may be delayed by the Board.)

/ X/ Fee of \$25.00 / X/ Copies of Petitions, Resolutions, or ordinances
/ X/ Legal Description / X/ Environmental Checklist or Environmental Impact Statement
/ X/ Assessor's Maps / / Topography Map (if possible)
/ X/ Vicinity Map, Comprehensive / / Reasons for Proposed Action
/ X/ Current Corporate City Limits or district boundaries / X/ Other See attached report

Initiator (Government Entity/Special Purpose District):

City of Sumas
Address: Box 9, Sumas, WA 98295 Telephone: 988-9313
Spokesperson for Petitioner: Patti Rao Telephone: 734-3663
Signature: _____

Legislative Body Action on: January 13, 1986 City of Sumas Council Resolution
See Attachment

Received this _____ day of _____, 19 _____ by _____

Rev-08/84

ATTACHMENT A
Per R.C.W. 36.93

WHATCOM COUNTY BOUNDARY REVIEW BOARD
INSTRUCTION AND COVER SHEET
NOTICE OF INTENTION

BRB _____

DATE: _____

WHATCOM COUNTY BOUNDARY REVIEW BOARD
Whatcom County Courthouse Annex
1000 N. Forest
Bellingham, WA 98225

Members of the Board:

As required by RCW 36.93, a Notice of Intention is hereby given by:

CITY OF SUMAS, WASHINGTON
(City, Town or Special Purpose District Proponent)

We are herewith transmitting the following items to assist in your consideration of this proposed action. The items submitted are numbered in accordance with the listing below:

1. **Nature of the proposed action.** To annex approximately 34 acres of land adjacent to the western city limits of Sumas. The Port of Bellingham owns 33.4 + acres of this area, plus another 10 + acres, which are in the city. The Port seeks to rezone it in order to develop a cargo terminal. The terminal is intended to complement and support the designated Foreign-Trade Zone immediately to the east, and utilize existing rail and truck routes to increase international trade and job opportunities. (See enclosed report)
2. **General background of and reasons for seeking the proposed action.** Due to the existence of the Sumas Port of Entry and the existing rail and highway network on both sides of the international border, the opportunity exists for development of a cargo-handling terminal with associated industrial uses in Sumas. This is indicated by the recent designation of an adjoining 23 acre parcel as a Foreign-Trade Zone by the United States Foreign-Trade Zones Board. The Port of Bellingham investigated the feasibility of a number of alternate sites in Whatcom County, and the subject site offers much in terms of convenient access to the border crossing, offering an alternate route to the congested Vancouver metropolitan area, linkage to rail systems in both the United States and Canada, and the aforementioned adjacency to a designated Foreign-Trade Zone. Potential employment and tax base benefits in a community with declining population were considered also.

3. Legal description of the boundaries of the area involved.

Joseph Kramer
1200 Lincoln-SP 157
Bellingham, WA 98226

JOHNSON'S 2nd, SECTION 34, T41, 4E
VAC W½ LOTS 6-7
IN EACH OF BLKS. 32-33-34-35-BLK 38 EXC
LOTS 1-2-N½ LOTS 3-4-ALL VAC BLKS 39

TO 43-ALL OF FRAC BLKS 44 TO 49-VAC
ABTG STS LESS R R 16A M OR L-EXC PTN
BLK 43 AND ABTG VAC ST AS DESC AF919-
460-SUBJ TO WATER LI ESMT TO TOWN OF
SUMAS AS DESC IN AF 990510

TAX #22.1-22.2
W 30 RODS OF SECTION 3 T40 4E 14.42
ACRES LOT 2--PART OF VC THE BEST ADD-
-OR COM'AT NW COR OF LOT 2 SEC 3-TH W
TO SW COR-TH N ALONG W LINE OF SD
LOT 2 TO BEG CONTG 15 A LESS RD-EXC W
130 FT OF N 140 FT OF GOVT LOT 2

CEDARTONE SPECIALTIES INC
P O BOX 2128
BELLINGHAM, WA 98227

TAX #6.3 PTN OF SE-NE SECTION 34 T41 4E
9.62 ACRES OF SW DAF-BEAP ON LI BTWN
SD SE¼-SD NE SW WHICH PT IS 1084 FT S OF
COMMON COR TO GOVT LOT 2-3 SD SE¼-NE
SW-TH NELY PAR TO C/L OF MAIN
TANGENT TRACK OF C M ST P-P RR CO
WHICH TRACKS RUNS TO INTERNATIONAL
BNDY LI BTWN U S A-CANADA 1580.3 FT
TH N 305.4 FT TAP ON N LI OF SD SE TH
WLY ALG SD N LI TAP 50 FT SELY AS MEAS
AT R/A FM SD MAIN TRACK C/L TH SWLY
PAR TO SD MAIN TRACK C/L TAP ON WLY
LI OF SD SE¼-TH SWLY PAR TO SD MAIN
TRACK C/L 295 FT-TH SELY 300 FT TO
POB-EXC PTN IF ANY LY IN GARFIELD
AVE-EXC MIN RTS RES 1320052

N J INVESTMENT CO
2460 W 26TH AVE
DENVER CO 80211

TAX #22.3
W 130 FT OF SECTION 3 T40 4E 0.33 ACRES
N 140 FT GOVT LOT 2-LESS RDS

JIMMIE W GARMAN
CHARLES PETERSEN
2946 HALVERSTICK RD
SUMAS WA 98295

JOHNSON'S 2ND SECTION 34 T41 4E
TR IN VAC BLK 43 AND ABTG LEITCH ST
DAF-BEAP NLY LI FRONT ST 812 FT W OF
WLY LI C M ST PAUL RR-TH CONTINUE W
ALG N LI FRONT ST 75-TH ELY 75 FT-TH
SLY 164 FT TO BEG-SUBJ TO WATER LINE
ESMT TO TOWN OF SUMAS AS SET FORTH
IN AF 990510

4. **Whatcom County Engineer's Section Map.**
See Section 6: 'MAPS'
5. **Vicinity map.**
See Section 6: 'SUPPORTIVE MAPS'
6. **A map of the existing corporate limits of Sumas.**
See Section 6: 'SUPPORTIVE MAPS'

WHATCOM COUNTY BOUNDARY REVIEW BOARD
INSTRUCTION AND COVER SHEET
NOTICE OF INTENTION

Please See Attachment A

BRB _____

DATE: Jan. 15, 1986

WHATCOM COUNTY BOUNDARY REVIEW BOARD
Whatcom County Courthouse Annex
1000 N. Forest
Bellingham, WA 98225

Members of the Board:

As required by RCW 36.93, a Notice of Intention is hereby given by:

CITY OF SUMAS, WASHINGTON
(City, Town or Special Purpose District Proponent)

We are herewith transmitting the following items to assist in your consideration of this proposed action. The items submitted are numbered in accordance with the listing below:

1. A description of the nature of the proposed action, including a citation of statutory provisions under which the action is sought.
2. A brief statement regarding the general background of and the reasons for seeking the proposed action.
3. The legal description of the boundaries of the area involved in the proposed action. (This must be a legible copy, capable of satisfactory reproduction by Xerox, etc., on a separate page entirely.
4. Whatcom County Engineer's Section map (8 1/2" x 11" Minimum) on which the area involved in the proposed action is clearly indicated and its size IN ACRES stated, together with the present corporate limits in the vicinity.
5. An 8 1/2" x 11" (minimum) vicinity map designating the area of the proposed action, together with all significant geographic features, including bodies of water, major streets and highways, and boundaries of all units of government in the area as they presently exist. This map should show the area for at least one mile on all sides of the area involved in the proposed action.
6. A map (8 1/2" x 11" Minimum) of the corporate limits or special purpose district limits as they currently exist.
7. A review of the factors stated in RCW 36.93.170* as they affect this proposed action.
8. A review of the effect of this proposal upon the objectives set forth for the Boundary Review Board in RCW 36.93.180*. (*attached)

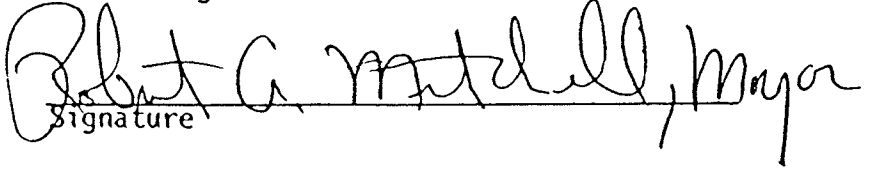
9. the required \$25.00 filing fee, pursuant to RCW 36.93.120 as amended by Chapter III, Laws of 1969, Extraordinary Session).
10. Please submit an Environmental Impact Statement Checklist or show evidence of compliance with the Washington State Environmental Policy Act Rules, as part of an earlier action.
11. Please submit evidence that the city/town or special purpose district legislative body (Council, Commissioners,) has given preliminary approval to the action named above.

Notice, process, and other communications regarding this proposed action should be directed to the proponent of this action at:

and the following governmental units and other persons:

Names/Addresses of any City, Town, Special Purpose Districts or Persons

Respectfully Submitted,

City of Sumas
Initiating Governmental Unit or Individuals

Signature

Signature

Signature

Typewritten Name(s)

7. Review of factors stated in RCW 36.93.170 as they affect this proposed action.

A. Population and Territory

The City of Sumas provides a wide range of services to the surrounding farmlands in the County. Because of the Port of Entry connecting to Canada, it also provides commercial, customs, entertainment and other services to visitors using the border crossing. Sumas is a connecting point between a number of U.S. and Canadian railroad lines, and also provides direct access to the Trans Canada Highway, 3 miles from the border. These features together form part of the rationale for the proposed project.

With a current population of 736, Sumas has had a declining population for the last twenty years. Young people generally have to leave the community to find employment. It is estimated that the project will add about 250 to 350 direct jobs to the local labor force at completion in 10 to 12 years. With these increased opportunities, it is anticipated that more young people will be encouraged to stay in the community and form families. Some new in-migration will also be generated, and should be absorbed into the community over the long-term. The population base should stabilize and grow moderately.

B. Land Area and Land Use

The land area subject to the proposed annexation includes about 32 acres of land immediately west of the corporate limits of Sumas. The commercial core of the city is located on Cherry Street (Highway 9), which is just east of the Burlington Northern Railroad R/W, and leads to the Port of Entry and the international border. The majority of Sumas' residential areas lie east of the commercial core, where two public schools are also located. Areas of industrially-zoned land back onto the commercial area and adjoin the railroad tracks. The most westerly of these areas is located just east of the city limits and conforms to the area recently designated as a Foreign-Trade Zone. The proposed land uses for the subject site, which comprises about 95% of the land area proposed for annexation, include the following:

- Container freight station
- Lumber loading area
- Lumber manufacturing
- Log storage and staging area
- Bulk transfer station
- Bagging plant
- Land bridge staging area
- Fertilizer storage and blending
- Agricultural pellet storage
- General purpose Foreign Trade Zone
- Associated light manufacturing and assembly activities

C. Comprehensive Use Plans and Zoning

The Whatcom County Planning Department is presently in the process of revising the 1970 Whatcom County Comprehensive Plan and attendant zoning. Presently the affected area has an Agricultural plan designation, implemented by the Agricultural zone. Revisions now show the subject area as future industrial. Upon annexation, the subject lands would come under Sumas planning and zoning regulations. While a few small areas of agricultural zoning still exist within the corporate limits, some of this has been re-zoned to other uses, including industrial, west of the town center.

D. Assessed Valuation

\$136,320.

E. Topography, Natural Boundaries and Drainage Basins

The subject area is essentially flat and, like the entire Sumas area, located within the 100 year flood plain. It will have to be filled to meet FEMA requirements. In terms of the specific site, the following description applies:

Going south from Front Street the land appears to increase in elevation by 5 + feet. It then slopes off to Johnson Creek, losing 10 + feet in elevation over a distance of 150 + feet.

Going north from Front Street, the land slopes down to the large drainage ditch at Sixth Street. At the drainage ditch the land is 5 + feet below Front Street. Continuing north, it rises 10 + feet to West Third Street.

In general, the land north of Front Street all slopes to the major drainage ditch. Most of the area south of Front Street slopes to Front Street, with only the southerly 150 + feet draining to Johnson Creek. All of the subject property is in short grass.

The lands subject to the proposed annexation make use of the following existing boundaries:

On the east the existing city limits; on the north the Burlington Northern R/W; on the south the approximate line of Johnson Creek and the existing city limits; on the west no natural or man-made boundaries exist.

F. Proximity to Other Population Areas

The center of the subject site is located approximately 2,000 feet from the center of Sumas. Sumas itself is approximately 10 miles away from Lynden and about 5.5 miles from Nooksack, the nearest communities of any size in Whatcom County.

G. Soils

The land is covered, almost in its entirety, by Sumas silty clay loam. This is a heavy, impervious soil. Towards Johnson Creek (in the south) there is some Nooksack silt loam and Puyallup silt loam, also relatively impervious. These soils present no limitations to footing loads normally associated with light industry.

According to the Soil Conservation Service, these soils have a Prime Farmland Class of 5, indicating they may be prime when drained and protected from flooding. They are also subject to excess wetness. (Source: "The Lynden Nooksack Valley Subarea, Background Document: an inventory and Analysis of Existing Conditions," Whatcom County Planning Department, December 1983). Currently the subject lands are not being utilized for prime agricultural uses (short grass, see item G above).

H. Likelihood of Significant Growth in the Adjacent Areas in the Near Future

There is little likelihood of significant growth in the areas adjacent to the subject site, either within incorporated or unincorporated areas.

I. Existing and Future Locations of Community Facilities

Schools: According to 1982 figures, both the Elementary and Junior/Senior schools serving the Sumas area were operating at 70-80% of capacity. Enrollment actually declined from a combined total of 1,063 to 1,002 from 1979 to 1981/1982.

8. Review of the Effect of this Proposal upon the Objectives of the Boundary Review Board (RCW 36.93.180)

A. Preservation of Natural Neighborhoods and Communities

The proposal will help serve to reinforce the existing settlement pattern of the City of Sumas by creating a transitional use between the existing commercial and residential center and outlying agricultural areas. The subject area is contiguous to the city's corporate limits, and thus is within its sphere of influence. Presumably most employees in the industrial park will choose to live in the nearby vicinity, especially Sumas. Anticipated multiplier effects of economic activity should be felt primarily in the Sumas business district, thus helping to stabilize it and enhance its vitality.

B. Use of Physical Boundaries

The subject area uses the following physical boundaries: in the City limits and/or the Burlington Northern R/W on the east; the BN R/W on the north, and the Johnson Creek on the south. There are no physical boundaries to the site on the west. Front Street divides the site into a larger northern parcel and a smaller southern parcel, thus providing good vehicular access to both parcels. This road will also serve to divide the various parts of the area into functionally distinct land use activities.

C. Creation and Preservation of Logical Service Areas

The proposal does not propose to create any new service areas or districts. On the contrary, it depends on the provision of services and utilities from existing agencies, primarily the City of Sumas.

D. Prevention of Abnormally Irregular Boundaries

See item B above.

E. Discouragement of Multiple Incorporation of Small Cities

The proposal seeks annexation to the existing incorporated City of Sumas.

F. Dissolution of Inactive Special Purpose Districts

As far as can be determined, this does not apply.

G. Adjustment of Impractical Boundaries

Does not apply.

H. Annexation to Cities or Towns of Incorporated Areas Which are Urban in Character

The subject area is not incorporated, yet will have an urban character if developed as proposed. Hence, the proposal meets the intent of this BRB objective.

I. Protection of Agricultural Lands

The proposal will remove acreage from agricultural use. However, because it is unlikely that there will be any additional demand for industrial land in the Sumas area, it can be concluded that the proposal protects remaining agricultural land from piecemeal development. Also, by creating a central facility where agriculture-related activities will take place - such as bagging, fertilizer storage and blending, and pellet storage, as well as shipment to distant markets - it can be said that the proposed development will support the protection of agriculture in Whatcom County.

9. \$25.00 filling fee. Check No. 2802 from City of Sumas enclosed.
10. Environmental checklist. See Attachment 'B'.
11. Evidence that the city of sumas has given preliminary approval to the proposed action. See Section 7: Resolution of the Council of the City of Sumas dated Jan. 13, 1986.

ENVIRONMENTAL CHECKLIST

DRAFT
For discussion only

PART ELEVEN — FORMS

RCW 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: Sumas Cargo Terminal
2. Name of applicant: Port of Bellingham
3. Address and phone number of applicant and contact person: Port of Bellingham
Administrative Offices
625 Cornwall Avenue
Bellingham, WA 98227-1737
contact person: R.F. Hilpert
Director of Trade
Development
4. Date checklist prepared: January 06, 1986
5. Agency requesting checklist: City of Sumas
6. Proposed timing or schedule (including phasing, if applicable):
Development and construction in three phases: 1986 to 1998

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

10. List any government approvals or permits that will be needed for your proposal, if known.

City of Sumas re: annexation and rezoning
Whatcom County Boundary Review Board re: annexation to Sumas

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The applicant plans to develop a 45+ acre industrial park to complement and support the designated Foreign-Trade Zone adjoining the subject site to the east. The purpose of the development is to utilize existing rail, highway and international Port of Entry infrastructure to increase trade in Whatcom County.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

See enclosed report.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)?
5-7%, 10 feet in 150 feet, approx.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLYEVALUATION FOR
AGENCY USE ONLY

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. Majority of site - Sumas silty clay loam; heavy, impervious soil. Towards Johnson Creek - some Nooksack silt loam and Puyallup silt loam, also relatively impervious. All noted soils with agricultural capability subclass 2w, and prime farmland class 5 (prime when drained and protected from flooding).

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not known.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Fill will be required to meet FEMA floodproofing requirements.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not likely because of flat slope.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

67% to 85%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Detention pond, landscaping.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Dust during filling and construction periods. Odors during construction activities from asphalt and other building materials. Carbon monoxide during and after construction due to increased vehicular (truck and car) traffic. Diesel fumes due to trucking will remain a long-term impact.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known at this time.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The sponsor will require cleaning of adjacent streets and sprinkling of the site during filling to minimize the short-term increased levels of dust and other suspended particulates.

TO BE COMPLETED BY APPLICANT

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Johnson Creek borders the site on the south. This creek flows into Sumas Creek near the center of Sumas, and then this creek flows into the Sumas River, which flows north to join the Fraser River in British Columbia.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. Clearing of the site, filling to provide flood protection and building sites, and paving. See Figure .

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill and/or dredge material will be placed in or removed from surface water or wetlands on the site.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The site lies within a 100 year floodplain, as does most of the Sumas River and Johnson Creek valleys.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Waste materials will be discharged into the City of Sumas' sewer system, which receives primary treatment at a sewage treatment plant located on Harrison Street.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems; the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Septic tanks will not be used in the proposed development. About 250-350 people will be on-site at maximum condition.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater runoff will be increased due to increased impervious cover of site.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Excess runoff will be detained on site and gradually released at a specified rate.

4. Plants

a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other

☐ evergreen tree: fir, cedar, pine, other

☐ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

About 39 acres of grass and 1/2 acres of trees will be removed or altered.

c. List threatened or endangered species known to be on or near the site.

There are no documented rare or endangered species of plants in the area.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Approximately 13% of the site will be retained in natural plantation, utilizing indigenous and adapted plant materials to enhance vegetation of the site. Water detention ponds and channels will be used as open space/landscaping amenities on the site. Additional landscaping will

5. Animals be used to separate and define areas within the site.

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: waterfowl; aquatic habitat at

mammals: deer, bear, elk, beaver, other: Johnson Creek; forest habitat;

fish: bass, salmon, trout, herring, shellfish, other: birds in small area.....

b. List any threatened or endangered species known to be on or near the site.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

c. Is the site part of a migration route? If so, explain.

Not known

d. Proposed measures to preserve or enhance wildlife, if any:

Retention of 100 + foot landscaped setback along Johnson Creek.

Retention of part of wooded area at intersection of railroad tracks.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Heating: natural gas. Lighting: electricity. Manufacturing: both natural gas and electricity will be available.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

There are no anticipated effects of overshadowing, etc., on adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All energy conservation features will conform to energy codes.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Except for heating oil storage tanks, and the presence of automobiles and trucks with gasoline or diesel stored in their tanks, there is no anticipated risk of explosion or source of hazardous emissions on the site.

1) Describe special emergency services that might be required.

Except for normal requirements for ambulance services, no special emergency services are anticipated.

2) Proposed measures to reduce or control environmental health hazards, if any:

None is required beyond those included in this proposal or those required by appropriate City or County departments.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

No major sources of noise generation exist in the general vicinity beyond those associated with automobile, truck and train traffic.

None of these are expected to interfere with the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

While traffic and construction noises are anticipated short and long-term impacts, site specific operational impacts are not known at this time.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

3) Proposed measures to reduce or control noise impacts, if any:

Noise abatement during construction includes use of properly maintained equipment with mufflers; locating construction equipment as far away as possible from noise sensitive receivers; not allowing equipment to idle for lengthy periods.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

Agricultural uses and light industry (haybaling plant) on adjacent land, light industry and dairy farm.

b. Has the site been used for agriculture? If so, describe.

Yes.

c. Describe any structures on the site.

There are no structures on the site.

d. Will any structures be demolished? If so, what?

No.

e. What is the current zoning classification of the site?

City portion: Industrial County portion: Agriculture

f. What is the current comprehensive plan designation of the site?

City portion: Industrial County portion: Agriculture AG

g. If applicable, what is the current shoreline master program designation of the site?

Does not apply.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Do not know.

i. Approximately how many people would reside or work in the completed project?

Approximately 250 to 350 employees and/or truckers on site at

j. Approximately how many people would the completed project displace? completion.

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Does not apply.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposal is basically compatible with the Sumas comprehensive plan in that the portion of the site within the corporate limits have recently been changed in the community plan and zoning ordinance to industrial use.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

Also, the Lynden-Nooksack Valley Comprehensive Plan, now being prepared, indicates the subject area as future industrial with urban services.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units are proposed in this project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

The Sumas area has experienced a decline in population in recent years. Within the City it is anticipated that there is sufficient land area zoned for residential use to accommodate the demand generated by the project.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Estimated maximum height for buildings - 40 feet. Maximum height for other structures (conveyors, etc.) not known at this time.

b. What views in the immediate vicinity would be altered or obstructed?

Because the general vicinity is flat, unavoidable view blockage will occur. The development will convert pasture to an urban experience.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Landscaping with trees and shrubs will visually reduce scale of the project and may enhance views of the site from surrounding roadways and properties. Existing trees will be incorporated into the plan wherever possible.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The project will add light sources such as vehicle headlights, interior and exterior lighting, storage and parking area lighting, and signage.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Light or glare should not be a safety hazard. Light could affect views.

c. What existing off-site sources of light or glare may affect your proposal?

None known to exist.

d. Proposed measures to reduce or control light and glare impacts, if any:

Shielded and low intensity lighting would minimize intrusion of light and glare. Indoor lighting should be reduced in off-hours. Lighting sources should be directed away from residential areas.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The site does not contain any parks or recreational activities, nor are any located within the immediate vicinity of the site.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No recreational opportunities are proposed in the project. Site specific projects may include employer sponsored social or recreational facilities. No adverse impacts on existing recreational areas are anticipated. Additional tax revenues will assist

13. **Historic and Cultural Preservation** in providing improved park service and maintenance.

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Not known at this time.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

No known sites or landmarks at this time. It is unlikely that site excavation will uncover any significant archeological artifacts.

c. Proposed measures to reduce or control impacts, if any:

Appropriate preservation agencies will be contacted should archeological or cultural remains be discovered during the excavation phase.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.
Existing streets and highways are shown on enclosed map. Proposed access to the site will be from West Front Street, Garfield Street and Second Street.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

There is no public transit currently serving the Sumas vicinity.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Exact number of parking spaces not known at this time. Site specific improvements will meet requirements of applicable zoning.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Improvements to public roads in the vicinity of the site may be required to provide safe access. Future on-site roads may be dedicated to provide access to private lots.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will use existing rail infrastructure.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. Not known at this time.

TO BE COMPLETED BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

g. Proposed measures to reduce or control transportation impacts, if any:

During construction, parking areas for workers will be provided on-site. After construction, on-site parking and loading areas will meet 100% of requirements by applicable ordinances and regulations.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The project will likely result in an increased need for fire and police protection. Precise level of need not known at this time. According to 1982 figures, schools in Nooksack 506 School District were being used at 70-80% of capacity, thus probably being able to accommodate possible increased enrollment due to project.

b. Proposed measures to reduce or control direct impacts on public services, if any.
Revenue from project will assist in offsetting increased demand for public services such as fire and police protection. Sprinklering of buildings will be used as needed to reduce fire flow requirements. Security measures will be used to minimize policing needs.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Natural gas: Cascade Natural Gas main along Front Street - installed soon.

Electricity: City of Sumas, available to property.

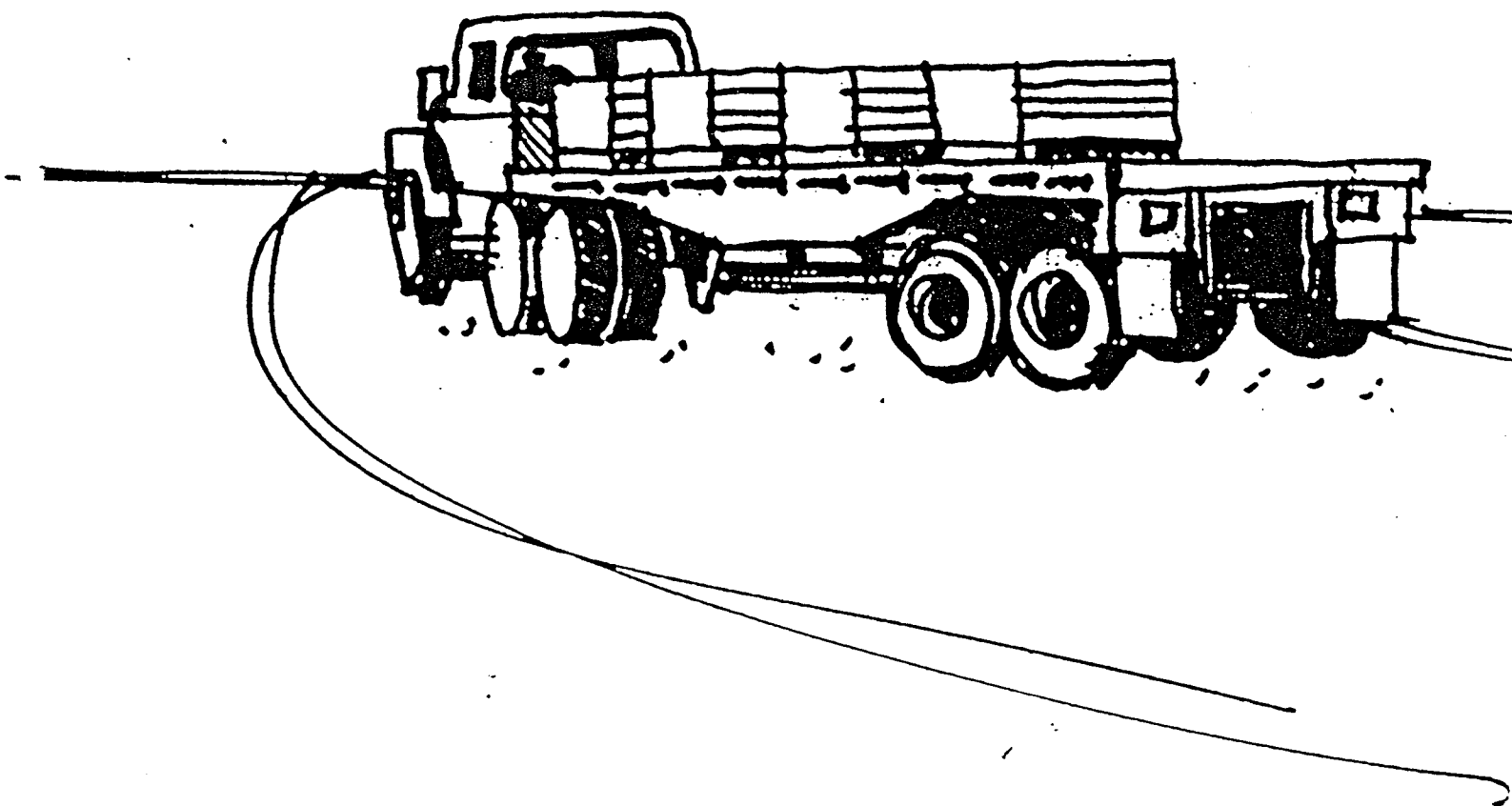
Water: City of Sumas. Extension to parts of site required. Sanitary sewer: City of Sumas.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Date Submitted:



PATTI RAO ASSOCIATES, INC.

REFERENCES

Whatcom County Planning Department, **The Lynden-Nooksack Valley Sub Area, Inventory and Analysis of Existing Conditions**; December, 1983.

Whatcom County Boundary Review Board, Instructions.

Port of Bellingham, **Whatcom County Foreign Trade Zones**, April; 1985.

Port of Bellingham, **A Presentation to the Saturn Corporation**, March, 1985.

S.E.P.A. Rules, April, 1984.

Land use Planning in the State of Washington.

Urban Planning and Research Associates, **A Preliminary Plan for Sumas, Washington**, 1969.

Sumas, Washington, **Zoning Ordinance and Map.**

Port of Vancouver, **Master Plan**, December, 1983.

Central Fraser Valley Regional District (B.C.), **Growth Report**; 1985.

Central Fraser Valley Regional District (B.C.), **Industrial Land Supply Analysis**; 1983.

Huntingdon (B.C.) **Zoning Map**, Schedule B.

U.S. Customs Offices, Blaine and Sumas, Washington, border traffic statistics, 1979-1986. (Unpublished)

