

PORT OF BELLINGHAM
Washington State

**NEW WHATCOM
REDEVELOPMENT PROJECT**

**ENVIRONMENTAL IMPACT STATEMENT
DRAFT SCOPING DOCUMENT**

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BELLINGHAM SEPA OFFICIAL**

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NEW WHATCOM REDEVELOPMENT PROJECT

ENVIRONMENTAL IMPACT STATEMENT DRAFT SCOPING DOCUMENT

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 together with the City to develop a Master Development Plan for the New Whatcom Redevelopment Project area. The Port also envisions entering into a Development Agreement with the City of Bellingham (City) that will further guide long-term redevelopment of the project site. As part of its efforts to plan and redevelop the site, the Port will propose amendments to the Port’s *Comprehensive Scheme of Harbor Improvements* incorporating the Master Development Plan. Concurrently with the adoption 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 shall ensure that environmental analysis required 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 project review processes.

Following the issuance of a DS, the scope of the environmental analysis of the EIS is established. The scope of the EIS describes the categories of environmental information, the range of proposed Alternatives and the environmental impacts that will be studied.

This draft scoping document provides a discussion of the background of the project and a description of the Proposed Action(s), EIS Alternatives, and those elements of the environment preliminarily identified for consideration and analysis in the EIS. Potential future redevelopment scenarios for the New Whatcom project site will be analyzed in the EIS. 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.

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.

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.

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 on the draft scoping document to sepaofficial@portofbellinham.com. This e-mail is for the submission of comments on the draft scoping document only. If you have questions regarding the SEPA process only, you may contact Andy Maron, the SEPA Official at (206) 682-3333.

All comments must be received by May 11, 2007 for consideration in the proposed scope of the EIS. The SEPA Official will then finalize the scope of environmental analysis for the EIS.

Upon completion of the scoping process, the SEPA Official will cause a Draft Environmental Impact Statement (DEIS) to be prepared and issued for public comment. After receiving comments from agencies, tribes and the public during a thirty (30) day comment period, the SEPA Official will then consider the

comments and respond to the comments in 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:

Carolyn Casey
Communications Manager
Port of Bellingham
P.O. Box 1677
1801 Roeder Avenue
Bellingham, WA 98227-1677
(360) 676-2500

2. ONGOING MASTER PLANNING AND PUBLIC PARTICIPATION

Over the past two years, the Port and City have continued the planning process for the New Whatcom project site and have engaged the two citizen advisory committees—the Waterfront Futures Group (WFG), and the Waterfront Advisory Group (WAG), 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 incorporated into 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 ongoing master planning process.

As part of ongoing 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 proposed adoption of the Master Plan, Development Agreement and associated implementing regulations.

3. EIS APPROACH

The EIS is intended to address the probable significant adverse impacts that could occur as a result of the amendments to the *Comprehensive Scheme of Harbor Improvements* by the Port, adoption of the Master Plan and implementing regulations by the City, and impacts from 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 conducted to support the consideration of the Proposed Actions (the EIS will provide decision makers with relevant information needed to make decisions about the Proposed Actions).

It is also proposed that 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)). The Planned Action designation by the City would reflect a decision that adequate environmental review has been completed at this stage, and that further environmental review under SEPA would not be necessary if it is determined that future redevelopment is consistent with the redevelopment assumptions and required mitigation specified in a Planned Action ordinance. There may be some elements of the New Whatcom project that cannot be reasonably defined at this stage to allow full environmental review, consistent with a Planned Action designation under SEPA. Further, some elements of the project will require permits from federal agencies and could require additional environmental review under National Environmental Policy Act (NEPA). These may include in and over-water structures as well as other project features. For such elements, further environmental review at the time of permit application submittal may be required. The EIS will preliminarily define those elements, if any, that may be required to undergo further environmental review. Ultimately, the decision as to any further environmental review will be made by the applicable lead agency under SEPA or NEPA.

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 permit applications for redevelopment permits for consistency with the designated Planned Action.

When specific permit applications are submitted to the City of Bellingham, federal or state agencies, determinations would be made as to whether the Proposed Action is consistent with the assumptions/mitigation stipulated in the Planned Action designation. If it is consistent, no further environmental review would be required under SEPA. If not, further environmental review would be required under SEPA.

4. 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, and 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.

5. 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 houses, 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 a new marina, boat launch and visitor moorage. 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 Preferred Alternative and Master 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 an 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 planning 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 planning 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.

6. 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, two sub-alternatives, and one No Action Alternative have been proposed for

consideration. These six Alternatives represent a full range of land use intensities and densities that the site could accommodate in light of 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. 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 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 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 planning 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.

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 is part of the No Action Alternative for SEPA purposes). These conditions for the New Whatcom project site include four primary elements: 1) Redevelopment of vacant and underutilized land and buildings for light industrial use, consistent with existing industrial zoning; 2) a new "Clean Ocean" marina, boat launch, boat haul-out facilities, and visitor moorage, consistent with existing

zoning and the Port's condemnation action; 3) potential bridge access to the site located at Laurel, Cornwall, Commercial, and/or Bay Street, and may include a vehicle and/or pedestrian bridge over the Whatcom Waterway, and 4) construction of the Over-Water Trail Connection to Boulevard Park; and 5) Marine infrastructure improvements within the Whatcom Waterway, including bulkhead improvements, floats and piers to accommodate commercial and recreational vehicles.

With regard to the ASB, the probable land use for that facility if no action were taken on the New Whatcom site redevelopment would be the creation of a new marina which is consistent with the Port's current Comprehensive Scheme of Harbor Improvements, City shoreline regulations and zoning. The Port marina will include new moorage slips, new marina habitat, and marine support infrastructure, and associated parkland trail features. Redevelopment of the ASB as a new marina, including marine habitat and public access will be coordinated with the remediation of the Whatcom Waterway site under the MTCA. Subject to obtaining the applicable permits, the Port is committed to construction of the marina and associated habitat elements, regardless of the outcome of the New Whatcom Redevelopment Project. Therefore, the impacts of the construction of the marina, park and habitat elements will be analyzed in this EIS under the No Action Alternative and incorporated into all Alternatives so that the environmental review required by SEPA does occur for future Marina permitting.

The No Action Alternative does not assume that there will be no changes to the existing conditions. Rather, the No Action Alternative examines probable land uses 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 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 general concept for the marina, including the amount of lineal feet of over-water coverage, the layout of the marina park and the degree of habitat enhancement elements would be similar under all EIS Alternatives.

Similarly, the City is seeking to create a new link by the construction of the Over-Water Trail Connection from the site to Boulevard Park as part of the Coast Millennium Trail, an important connection to a system of regional significance. This project will be analyzed in this EIS however some elements of the project will require permits from federal agencies and could require additional environmental review under NEPA. The Over-Water Trial Connection is assumed

to be in place under all of the redevelopment Alternatives, as part of the future trail system.

Other Assumptions

Four of the six redevelopment Alternatives will assume that the Puget Sound Energy Encogen facility will relocate or abandon its operations by 2026 and that this portion of the site would be available for redevelopment. Alternative 1A and the No Action Alternative will assume the Encogen facility remains in operation.

Four of the six 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 2A 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.

For all EIS Alternatives, it is assumed 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.

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 would be constructed at the outset 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 include could include a bridge linking the uplands to the site, the marina, and certain roadway, parks, trails, utilities, and open space elements. 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. 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. The following Major infrastructure projects are assumed under Alternative 1: the Wharf Street Roundabout, Wharf Street Flyway, the Broadway Pedestrian Connection, the Over-Water Trail Connection to Boulevard Park, and potential bridge access to the site located at Laurel, Cornwall, Commercial, and/or Bay Street, and may include a vehicle and/or 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.

It is assumed under this Alternative that the BNSF railroad corridor would be relocated 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 1A - Higher Density Alternative with Retention of PSE Encogen Plant

Alternative 1A would be similar to Alternative 1, except that it is assumed that operations of the PSE Encogen Plant would continue after 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. 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.

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 be the Wharf Street Flyway, and the Broadway Pedestrian Connection.

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

Under Alternative 2, approximately 19 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.

It is assumed under this Alternative that the BNSF railroad corridor would be relocated 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 2A - Medium Density Alternative without BNSF Railroad Relocation

Alternative 2A would be similar to Alternative 2, except that it is assumed that the BNSF railroad corridor would not be relocated by 2026.

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. 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 be the Wharf Street Flyway, 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 11 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.

Under this Alternative, it is assumed that the BNSF railroad corridor would be relocated 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 4 - No Action Alternative

Under the No Action Alternative (**See Figure 7**), it is assumed 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. A limited level of infrastructure improvements would be assumed to support this redevelopment.

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 over the 20-year period. The marina, boat launch, public walkway around the marina, and supporting marine infrastructure would be developed under this Alternative.

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.

7. ELEMENTS OF THE ENVIRONMENT

The lead agency has preliminarily identified the following areas for discussion in the EIS: The potential for significant impacts associated with construction (infrastructure and balance of redevelopment); operations; and indirect/cumulative conditions. 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.
- Analysis of overall suitability of soils to accommodate redevelopment.

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 and traffic.
- 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.
- Description of existing peak flows at outfalls (including outfall associated with the cogeneration plant) and identification of any capacity constraints.
- Description of existing water quality treatment facilities on the site.
- Discussion of proposed temporary and permanent stormwater systems on the site (including any new or relocated outfalls).
- Analysis of peak stormwater and outfall conditions with redevelopment.
- Assessment of potential for surface water quality and quantity impacts during construction.
- Description of proposed stormwater quality treatment facilities and analysis of pre and post-development pollutant levels.

- Discussion of potential inundation levels based on estimates of the extent of which global warming could affect water levels in Bellingham Bay.

Plants and Animals

- Description of the existing upland 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 impact 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.

Environmental Health

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

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.
- 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.

¹ Marina development would not be dependent on approval of the New Whatcom Master Plan. It will be analyzed under the No Action Alternative and incorporated into Alternatives 1, 2 and 3.

² Analysis of noise conditions assuming retention of the existing rail alignment will be analyzed under a sub-alternative to Alternative 2, and noise conditions assuming retention of the cogeneration plant in 2026 will be analyzed under a sub-alternative to Alternative 1.

- Analysis of anticipated noise conditions and the relationship with sensitive noise receivers on and adjacent to the site.

Land 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.
- 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.

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.
- 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 under the Master Plan alternatives (views from 10 to 15 representative viewpoints around the site will be simulated).
- Analysis of potential for light and glare impacts during site redevelopment construction and operation.

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 vehicle and/or 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 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.
- Discussion of operational and parking conditions associated with the marina, boat launch, and other temporary moorage facilities.
- 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, 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 and trail 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, maintenance, and schools.

³ Analysis of traffic conditions assuming retention of the existing rail alignment will be analyzed under a sub-alternative to Alternative 2.

Utilities

- Description of existing sewer, water, electrical (including the cogeneration plant), cable, and internet 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 cable, internet and electrical systems.
- Identification of any existing utility capacity constraints.
- Evaluation of increased utility demand on water, sewer, cable, internet, and electrical systems.
- Identification of impacts and necessary infrastructure improvements (including relocation and/or extensions) to meet new site demands.

APPENDIXES

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.

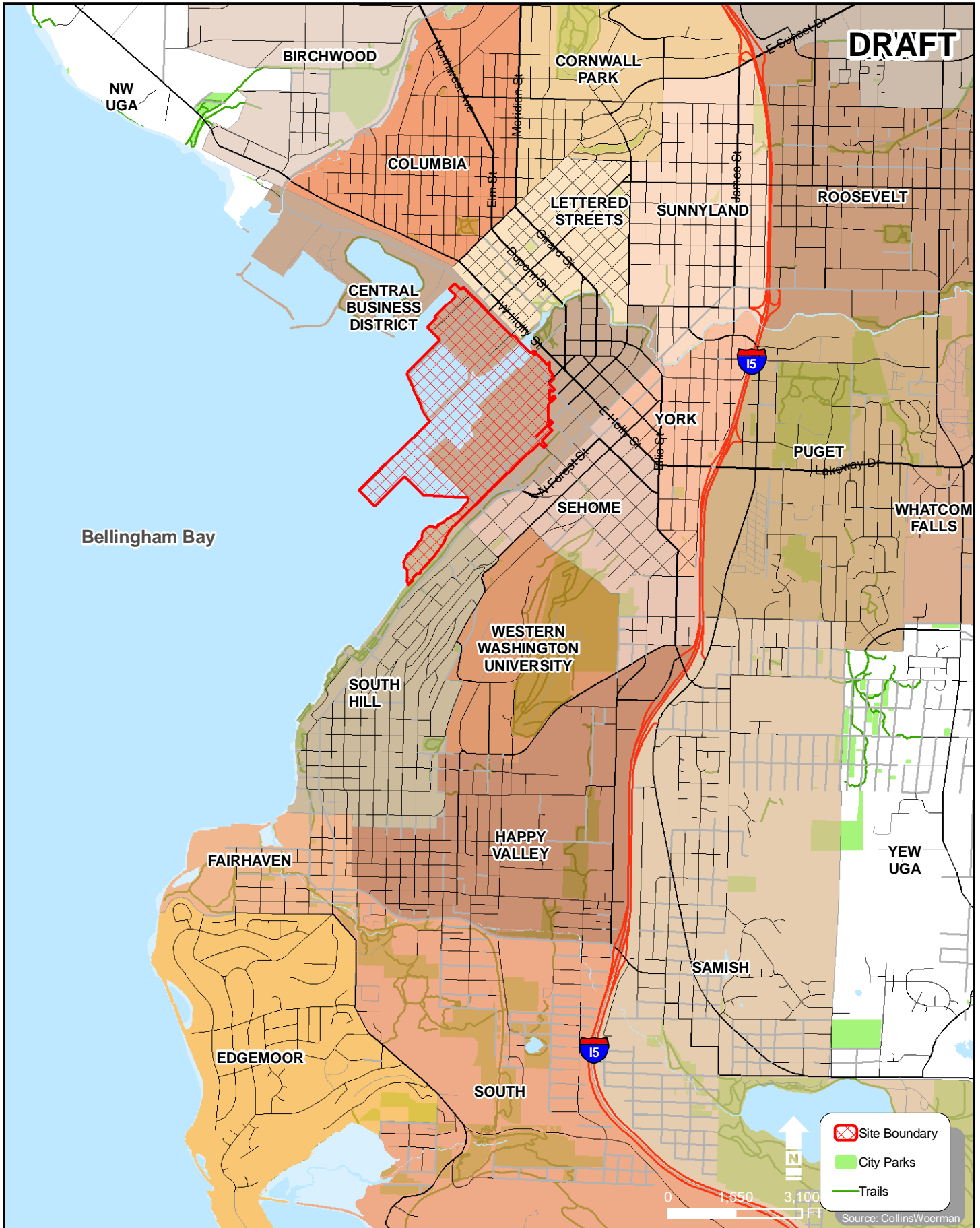
Concurrent with review of the New Whatcom Master Plan, the City will consider the necessary implementing regulations that will govern redevelopment of the site (including development regulations and design guidelines), consistent with the Comprehensive Plan. This Master Plan will detail the preferred 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



DRAFT

Bellingham Bay

-  Site Boundary
-  City Parks
-  Trails

Source: CollinsWoerman

Figure 1
Vicinity Map

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Figure 2
Site Map

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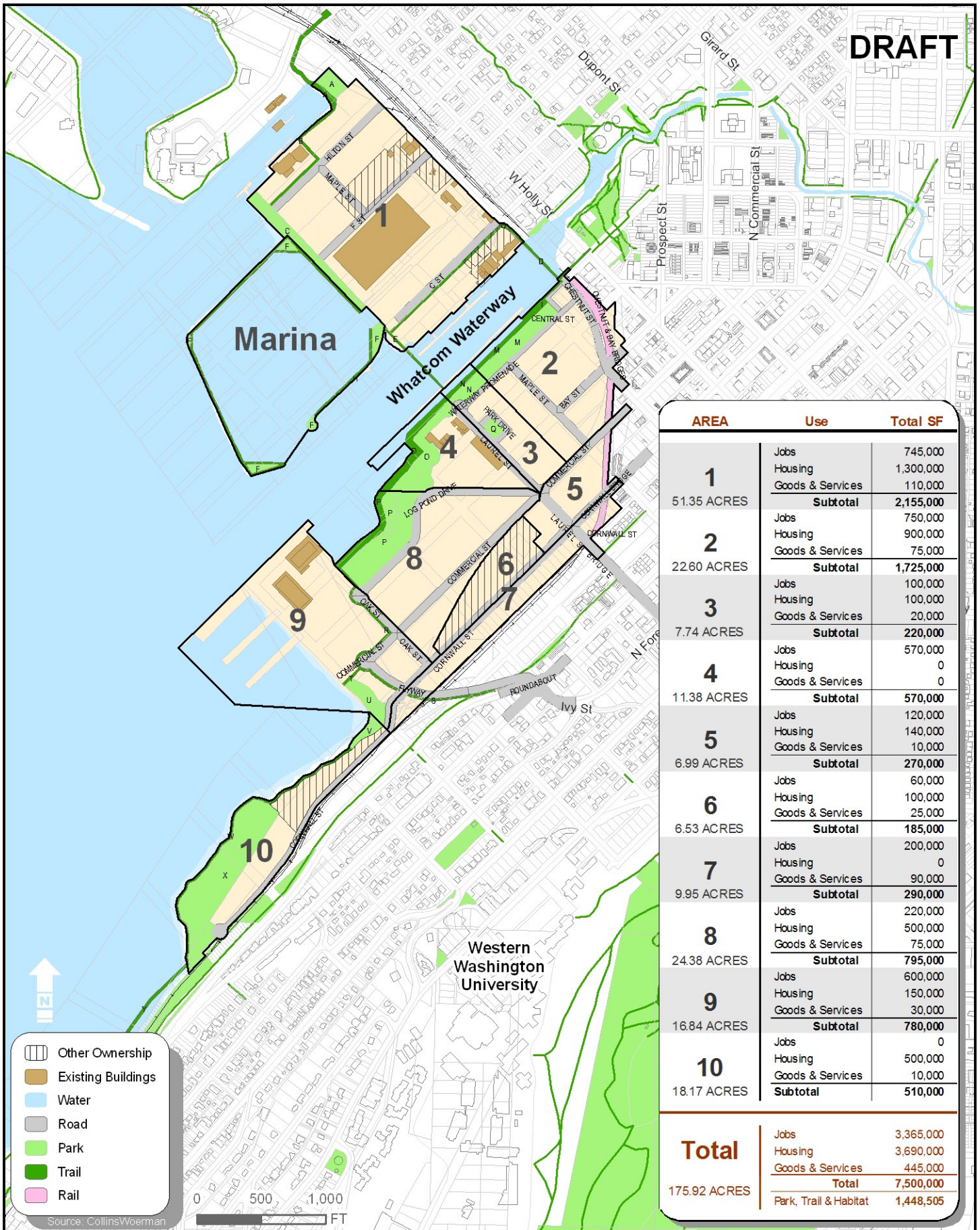


Figure 3
Existing Conditions
2007

New Whatcom
Redevelopment EIS



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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 16.84 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 175.92 ACRES	Jobs	3,365,000
	Housing	3,690,000
	Goods & Services	445,000
	Total	7,500,000
	Park, Trail & Habitat	1,448,505

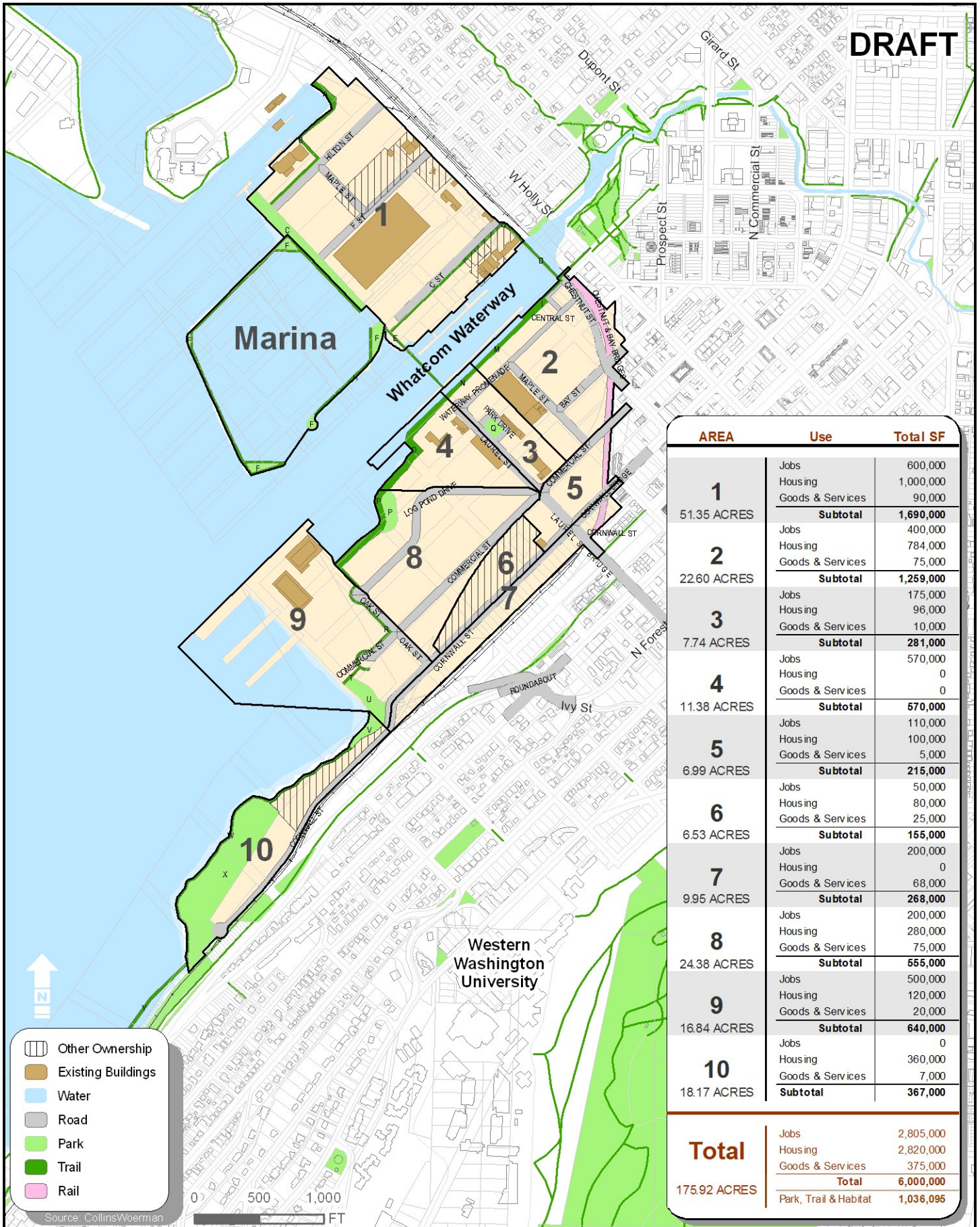
Source: CollinsWoerman



Figure 4
Alternative 1 - Higher Density Alternative
2026

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 16.84 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 175.92 ACRES	Jobs	2,805,000
	Housing	2,820,000
	Goods & Services	375,000
	Total	6,000,000
	Park, Trail & Habitat	1,036,095

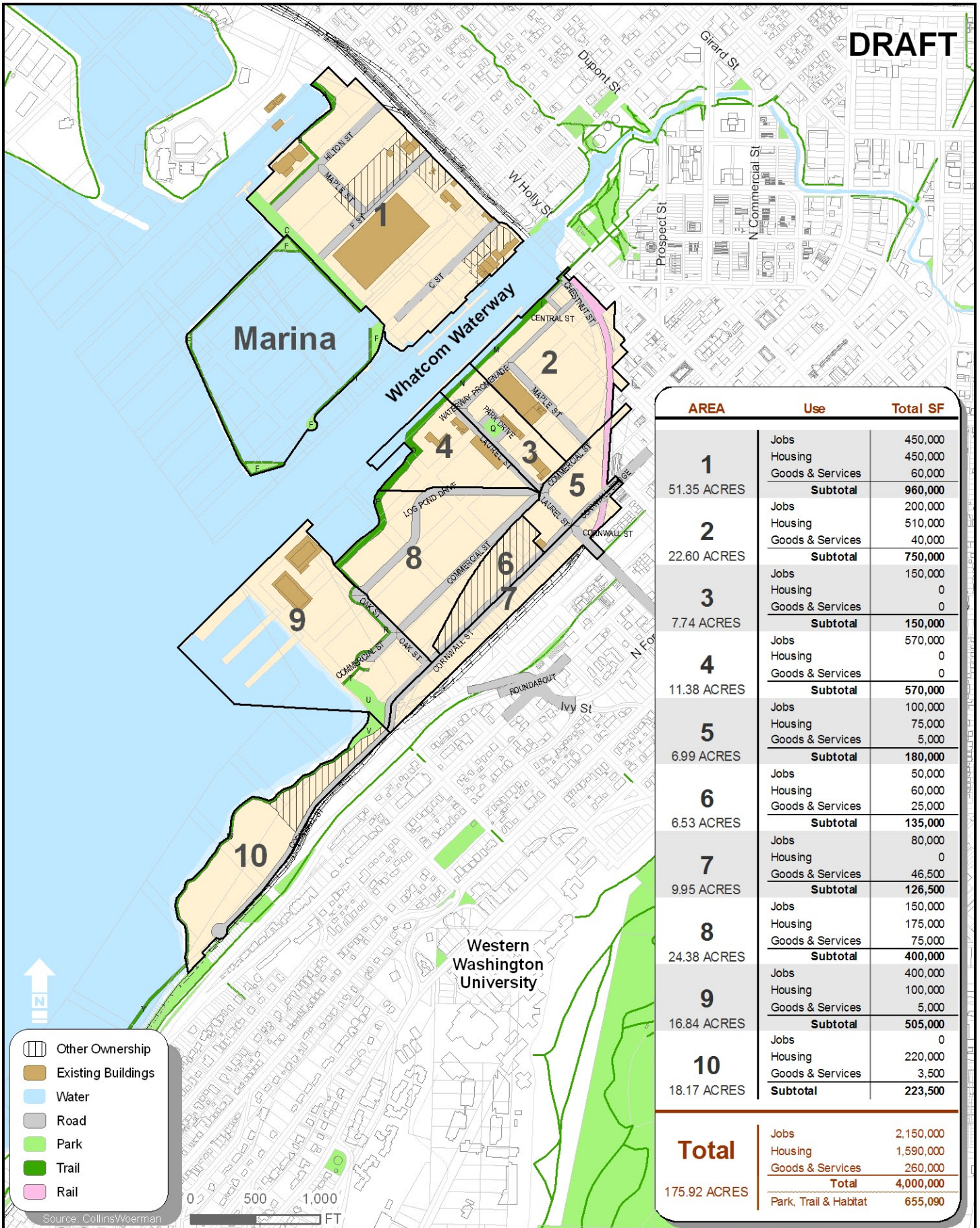
Source: CollinsWoerman



Figure 5
Alternative 2 - Medium Density Alternative
2026

New Whatcom
Redevelopment EIS

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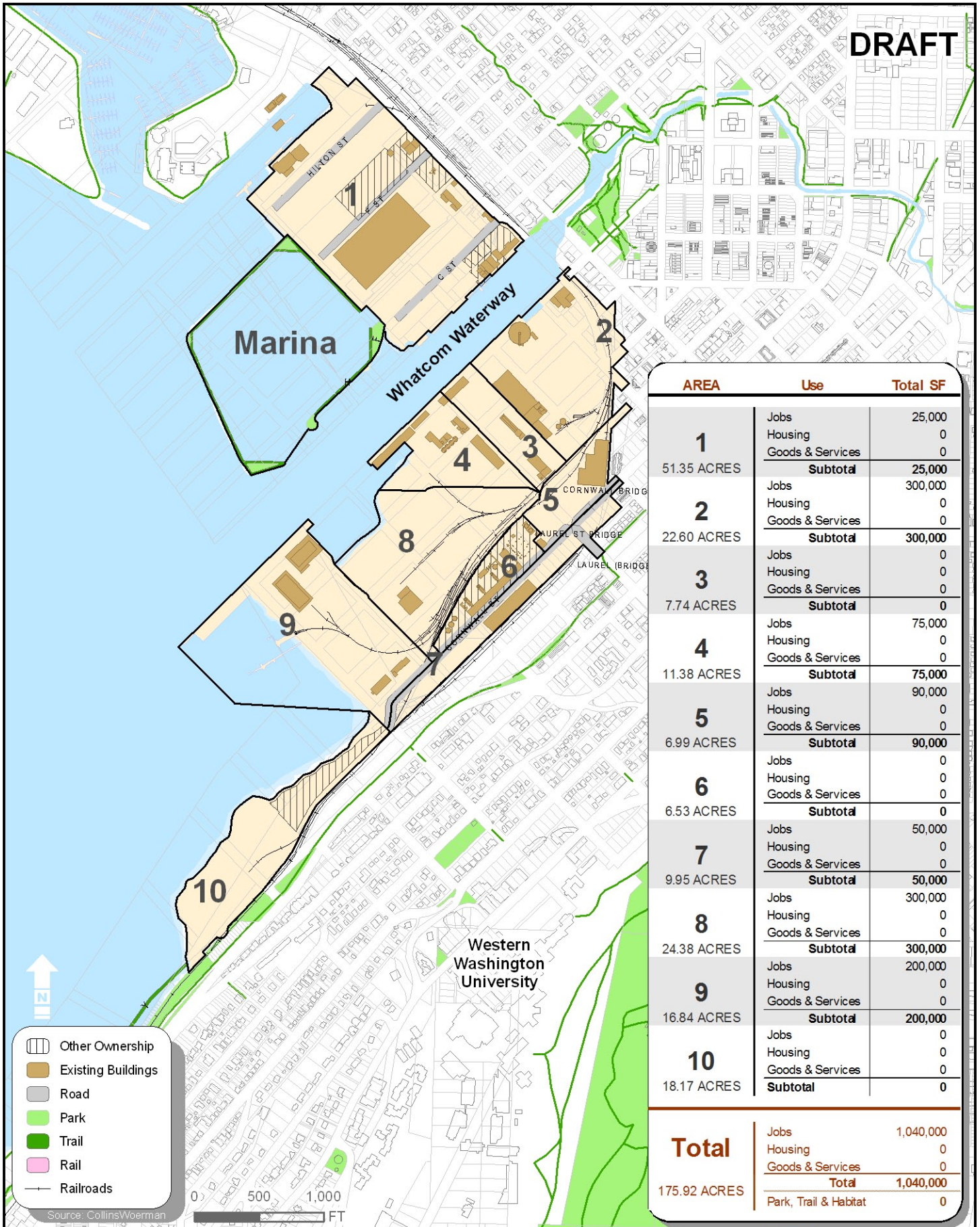


AREA	Use	Total SF
1 51.35 ACRES	Jobs	450,000
	Housing	450,000
	Goods & Services	60,000
	Subtotal	960,000
2 22.60 ACRES	Jobs	200,000
	Housing	510,000
	Goods & Services	40,000
	Subtotal	750,000
3 7.74 ACRES	Jobs	150,000
	Housing	0
	Goods & Services	0
	Subtotal	150,000
4 11.38 ACRES	Jobs	570,000
	Housing	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 16.84 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 175.92 ACRES	Jobs	2,150,000
	Housing	1,590,000
	Goods & Services	260,000
	Total	4,000,000
	Park, Trail & Habitat	655,090

Figure 6
Alternative 3 - Lower Density Alternative
2026

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 16.84 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 175.92 ACRES	Jobs	1,040,000
	Housing	0
	Goods & Services	0
	Total	1,040,000
	Park, Trail & Habitat	0

Source: CollinsWoerman



Figure 7
Alternative 4 - No Action Alternative

New Whatcom
Redevelopment EIS