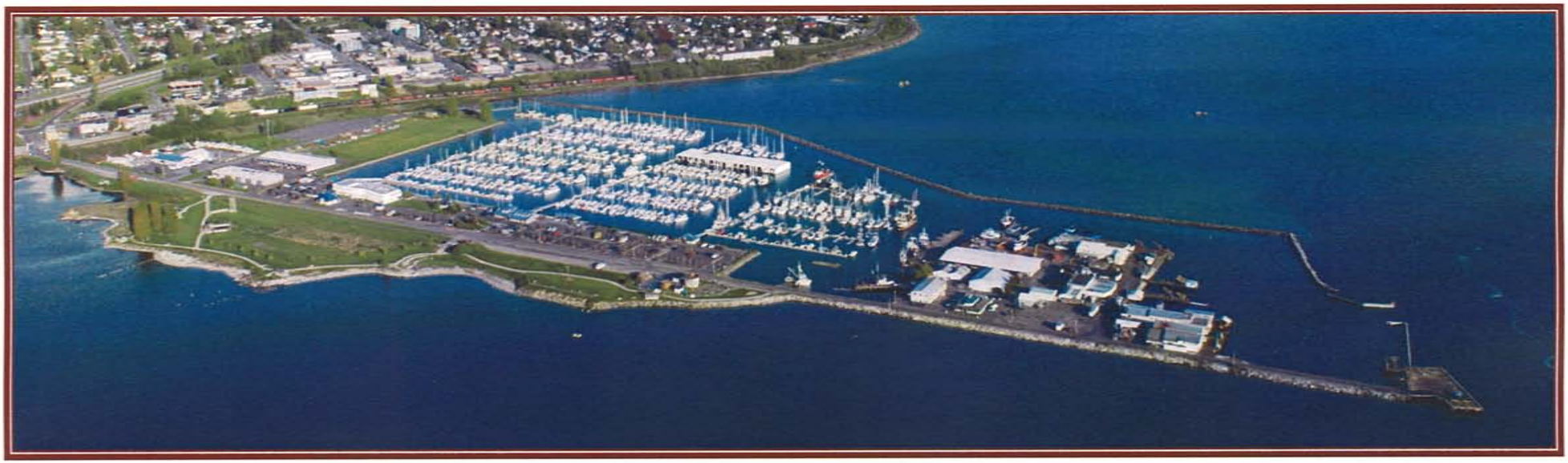
Approved 11/13/07

Blaine Comprehensive Plan
Appendix K

November 2007

Blaine, Washington



Wharf District Master Plan

PORT OF BELLINGHAM
Washington State

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Introduction

The Blaine Wharf District Master Plan is the City's and Port's coordinated strategy for the future of the waterfront. It establishes public policy and development standards for all new public and private development in the Wharf District that will create a lively mixed use district for living, working, and playing. This plan, in conjunction with development regulations set forth in the City of Blaine's Land Use Code, BMC 17.23, and Design Standards, BMC 17.121 for the Wharf District, will guide development in the Wharf District as it becomes a destination and gateway to and from downtown. It envisions a mixed use district attuned to the intrinsic qualities of its water setting that compliments the Central Business (CB)-Market District.

The Wharf District Master Plan focuses on individual policies, projects and regulations to realize the Wharf District's potential as an attractive setting for maritime industry, civic redevelopment, and water-oriented recreation. Taken together, the total impact of these efforts will be much more than the sum of the individual actions themselves. They will create a waterfront that:

- Is an active, diversified destination attraction and focus for the City.
- Features a variety of integrated recreational, commercial, marine, industrial, and residential activities.
- Is well connected with other districts in downtown Blaine.
- Is easily accessible by pedestrians, boaters, vehicles, bicycles, and visitors.
- Offers a wide variety of physical settings, landscaped parks, and pedestrian attractions that are connected by a continuous two mile loop of trails, walkways and promenades along the waterfront's edge.
- Is based on environmentally sound shoreline management with improved water quality and more ecologically productive shoreline.

Blaine Setting

Blaine is surrounded by some of the region's premier vistas. Mt. Baker and the north Cascade mountain range create a striking visual backdrop to the east, while to the west Semiahmoo Bay and the Straight of Georgia offer a picturesque marine panorama. Blaine's natural setting is an impressive and valuable asset to the community.

Blaine's estimated population is approximately 4,700 (2007). The city's principal economic activities are retail, trade, fishing and fish processing, tourism, and government employment. The Resort at Semiahmoo, just across the Drayton Harbor waterway, is a premier-quality, four-star destination resort.

General Location

Blaine is located in the northwest corner of the county contiguous with the border of Canada a little more than a half-hour's drive south of Vancouver, B.C. and a two hours' drive north of Seattle. Blaine is known primarily as the port of entry between Canada and the United States. Located on Interstate 5, it is the busiest border crossing between Washington State and British Columbia (an average of 68,000 people pass through the city daily). Peace Arch Park, located in Blaine, is an international facility commemorating the peace and friendship of the peoples of the United States and Canada.

Figure 1: General Vicinity Map

Wharf District Location & Ownership

The Blaine Wharf District contains approximately 2 miles of continuous shoreline off Semiahmoo Bay and Drayton Harbor and is adjacent to the City of Blaine's downtown core and Central Business-Market District. The Burlington Northern Railroad right-of-way separates the upland downtown area from the harbor area. The Wharf District is bounded on the east by the BNSF main line railroad tracks, and wraps around the Blaine Harbor Marina's breakwater on the south to Fisherman's Pier on the northwest, and continues around to a northeast point of land near Marine Drive back at the railroad tracks. Marine Drive is the main arterial to the Wharf District and separates Port property to the south, and the City-owned property to the north of Marine Drive.

Approximately 105 acres of man made uplands and marina comprise the Blaine Wharf District. The City of Blaine owns the 9 acre park and 2.5 acre commercial property north of the 5 acre Marine Drive right of way. The Port of Bellingham is the owner of the 70 acre Blaine Marina which consists of approximately 24 acres of upland and 46 acres of water surface and moorage facilities. The Port of Bellingham also has management authority for approximately 12.5 acres of State owned aquatic lands which consist of approximately 2.5 acres with upland characteristics and 10 acres of water surface. BNSF owns approximately 6.7 acres. The amount and location of ownership is illustrated in Figure 2.

Figure 2: Ownership Map

PORT OF BELLINGHAM
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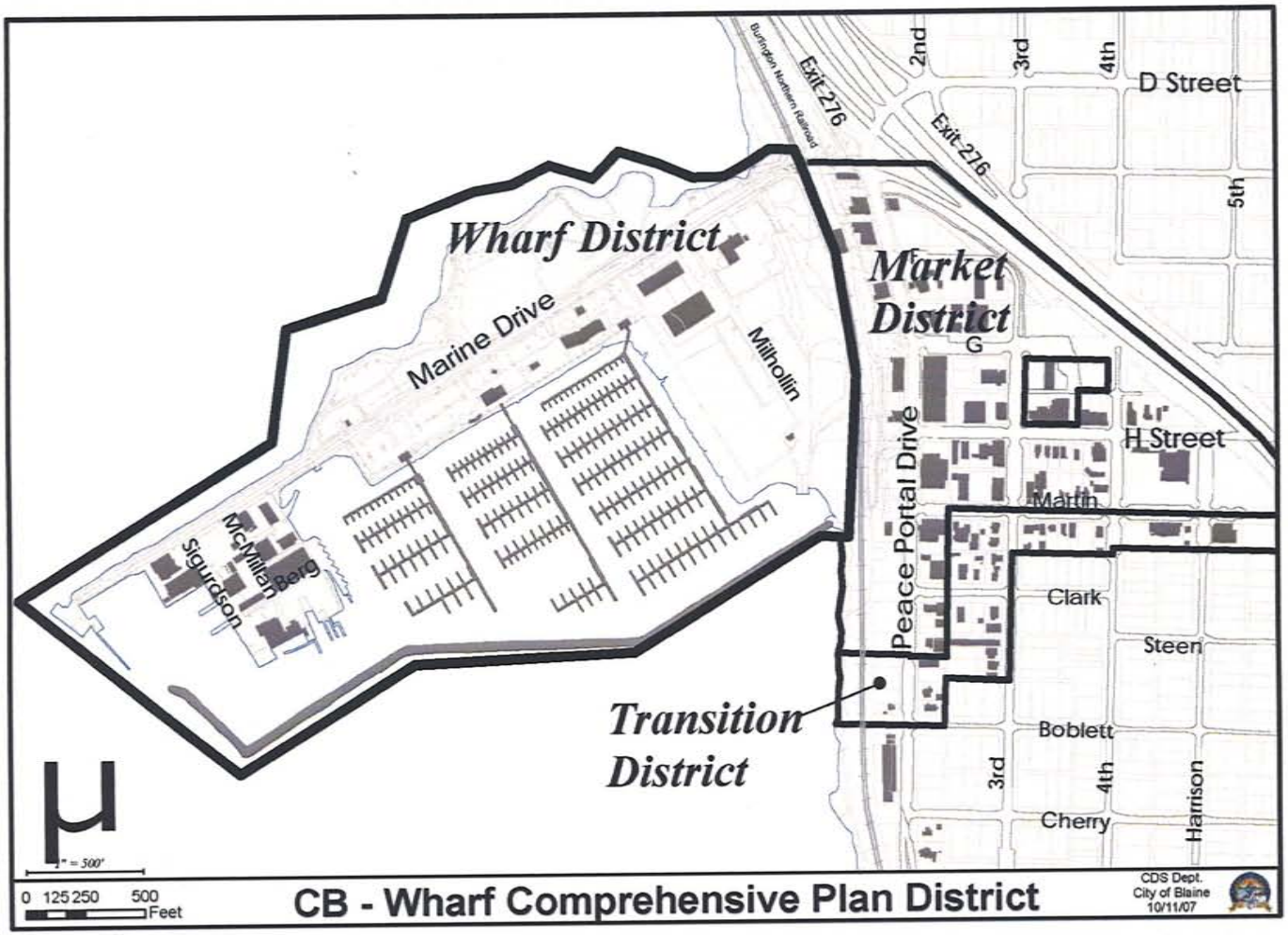

Figure 3: City of Blaine Central Business Wharf Comprehensive Plan District Map

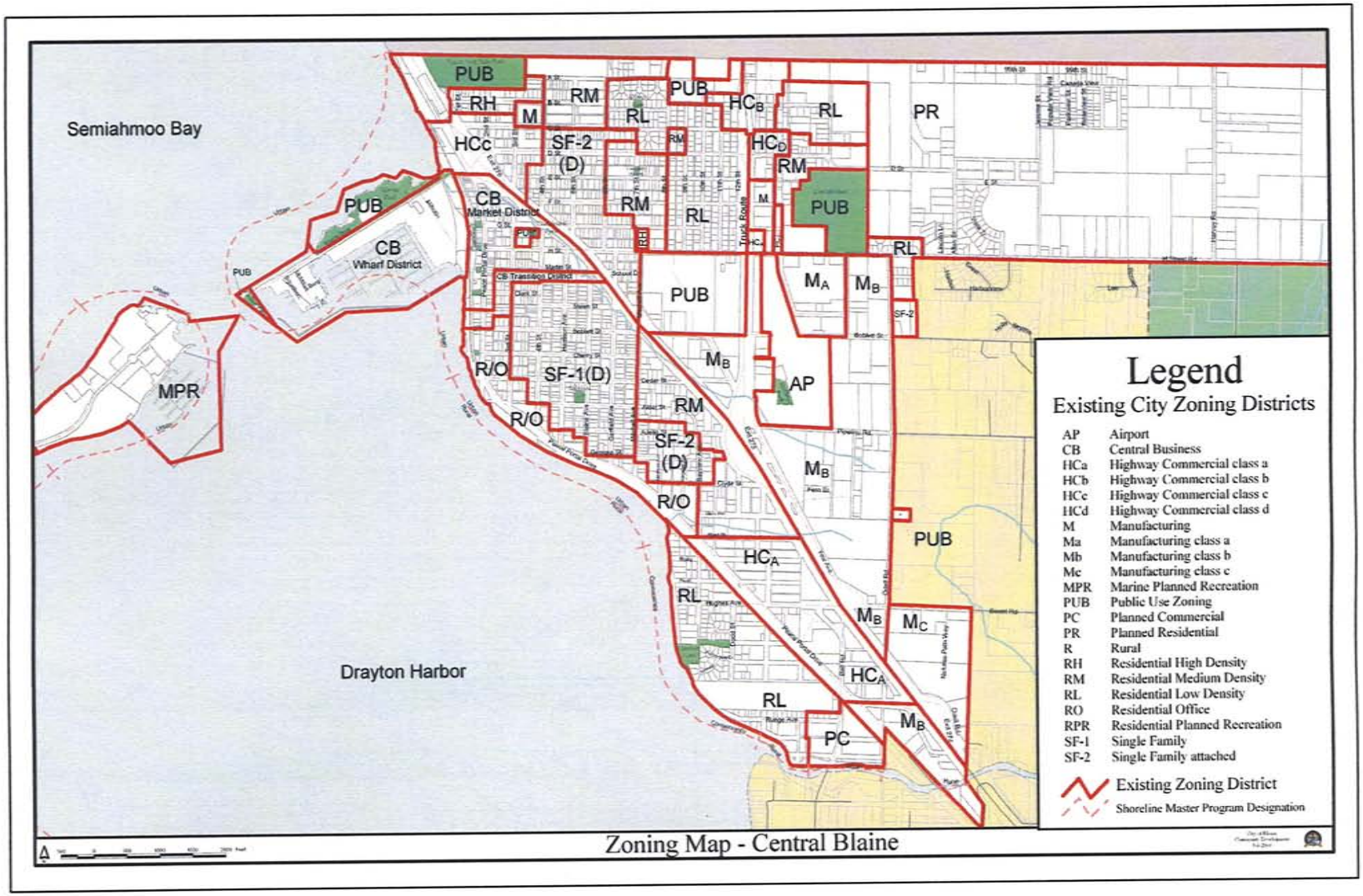

Figure 4: City of Blaine Zoning Map

Site History

Originally the Blaine marina site was tide flats with shallow water depths similar to the Blaine Harbor area that currently surrounds the marina. In the mid-1880s, a wharf was built along "E" Street (Milhollin Wharf), currently known as Marine Drive.

By 1909, Blaine's waterfront was home to a number of businesses, including five canneries, three lumber mills, an oyster industry, a crab cannery, and three shingle mills. All of the original mills and canneries have since closed, with the last cannery shutting its doors in the mid-1960s. The only remaining structures from those original industries are some buildings from the Alaska Packers cannery which have been incorporated into the Resort at Semiahmoo building complex.

Figure 5: Old Milhollin Wharf

Figure 6: Dated 1949; prior to dredge of marina basin showing original flow of Cain Creek

This unique waterfront projection literally emerged from Blaine's commercial need to extend the upland out past the mudflats to access the marine waters of Drayton Harbor and Semiahmoo Bay. Although dredging and filling have been taking place in Blaine Harbor since the late 1800s, the last major fill activity occurred in the early 1950s, when the Army Corps of Engineers dredged what is now the marina basin. The dredge material from this project was used to expand the marina's upland area.

Figure 7: 50 years ago, circa 1957

Planning and Analysis Process

This coordinated Blaine Wharf District Master Plan is intended to be updated every five to 10 years, as needed, to respond to changes in population or economic conditions or evolving community goals. The comprehensive planning process, by definition, is continual. It involves not only the formulation of the plan document and its implementation, but also ongoing monitoring and periodic updating. Thus, The Blaine Wharf District Master Plan draws from the last complete re-write of the Port's Blaine Harbor Comprehensive Improvement Plan in 1998 and reflects changes in City and County comprehensive land use goals, shoreline management and critical areas programs.

For this 2007 update, the Blaine Wharf District Master Planning process included:

- Coordination with the City and Port planning officials;
- Obtaining local input from informal public community meetings, meetings with harbor tenants, local interest groups such as the Chamber of Commerce and potential developers;
- Conducting formal public meetings such as City Planning Commission meetings, City Council meetings and Port Commission meetings;
- On-site visits and review of existing facilities in the Wharf District; and
- Analysis of the local market trends, views and a survey of web locker users to determine preference and use.

Much of the proposed land use and project implementation elements analyzed and presented, along with some with minor changes, were suggested in the 1998 Blaine Harbor Comprehensive Improvement Plan. However, this update includes some significant improvements. These have been summarized below:

The Plan recognizes the need for strong transportation linkages between the wharf district, the upland downtown, the marine waters and the Semiahmoo Spit across the channel. The plan includes improvements to Marine Drive, local access roads, a two mile pedestrian loop and the relocation of the plover ferry with improved access and increased service. The Plan also addresses the need for a strong and continuous public access and recreation linkage along Blaine's urban waterfront and waterways with the inclusion of a wide range of high quality waterfront recreation areas with significant public access to the shoreline. The Plan has focused on 7 separate but coordinated planning areas to allow for better integrated concentrations of development that compliment the commercial activities in the upland Market District and on the Semiahmoo Spit.

Planning Areas

For the purpose of maximizing and enhancing the full value of Blaine's Wharf District, a review of existing conditions by topography, purpose and function aided in developing the potential character of the Wharf District. Through this review, brief descriptions of characteristic places adjacent to and within the Wharf District, each with its own character or function, were identified. These are:

Planning Area 1: Gateway to Waterfront (Visual & Physical Access);
Planning Area 2: Plover Park (Recreation & Boat Launch);
Planning Area 3: Mariner Village (Mixed Use);
Planning Area 4: Harbor Gateway (Marina Support);
Planning Area 5: Water's Edge (Public Access);
Planning Area 6: Shipyard Industrial Park (Industrial); and
Planning Area 7: Dakota Commons (Commercial).

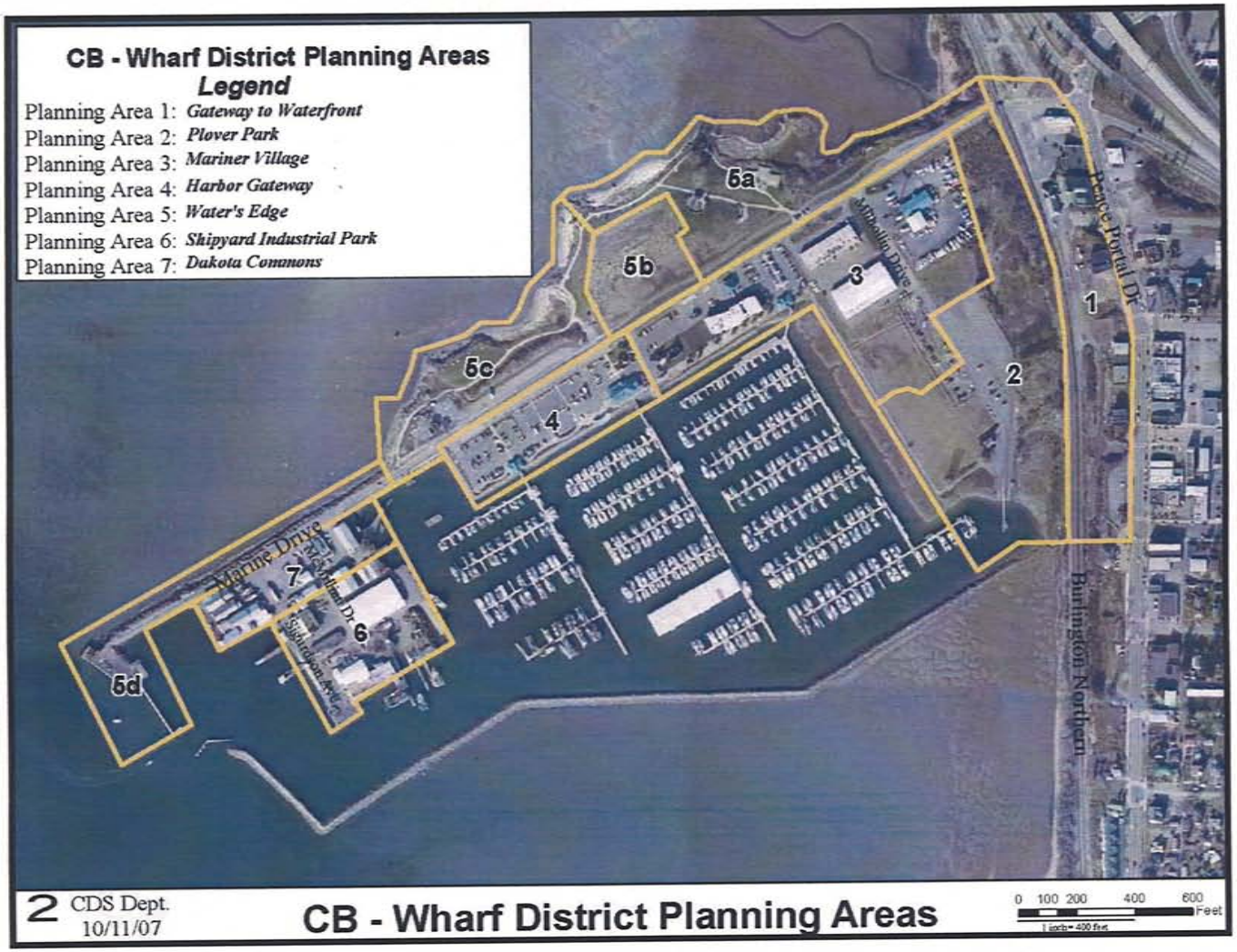

Figure 8: CB-Wharf District Planning Areas Map

Blaine Wharf District Master Plan

Wharf District Plan Purpose

Provide direction for public and private development efforts in order to make the vision of the Blaine Wharf District Master Plan a reality. The Blaine Wharf District Master Plan, once adopted, will serve as the Port of Bellingham's Blaine Comprehensive Scheme of Harbor Improvements.

City of Blaine Vision Statement -2020

In 2004 the City adopted the following vision statement:

The City of Blaine is a friendly attractive and appealing community located at the U.S./Canadian border on Drayton Harbor. This small city of 6000 has a vibrant tourism & recreation economy centered on its quaint historic downtown and the harbor area. It also has developed a growing number of businesses and family wage jobs based on the significantly expanding cross border commercial activity between the U.S. and Canada.

Blaine is a positive, supportive and diverse community that strives to maintain the beautiful natural environment while building on its desire to foster increased cultural and educational activities and programs for its residents of all ages. Blaine offers the best of the Northwest. "Truly, a place to return to".

Wharf District Vision

The Wharf District is the place where the downtown core of the city connects with its waterfront and marine waters. In the future, this man-made waterfront includes a full service marina, waterfront parks, a historic fishing industry and a mix of related commercial, industrial and recreational activities that either require or are compatible with the shoreline and marine waterways.

The Wharfs large wetlands, natural beaches, shoreline parks and fishing pier are a testament to the shared management goals of the City and the Port of environmentally sound shoreline management, improved water quality and more ecologically productive shorelines.

The Wharf District is an essential waterfront component of the City's Central Business district:

- It provides a public powerboat launch, a small craft beach, and marina with over 600 recreational and commercial slips.
- Its integrated network of roads, trails, boardwalks, sidewalks, bridges, ferries, and parking provides easy and fluid circulation within the Wharf District and to the upland Market District, the marine waters, and Semiahmoo Spit across the channel.
- It contains strong and continuous public access and recreation linkage along the waterfront and waterways. It offers a wide variety of physical settings, landscaped parks, and pedestrian attractions that are connected by a continuous two mile loop of trails, walkways and promenades along the waterfront's edge.
- It is a magnet for people who want to explore the wonderfully diverse waterfront activity that a wharf district offers.

Wharf District Plan Goals

Within these policies and guidelines, the Blaine Wharf District Master Plan promotes public access and the enjoyment of the shoreline. The key for success, however, lies not only in public access to the waterfront, but also in providing a strong connection from the waterfront to the City's downtown core and beyond. The six major goals that direct this plan are:

- Integrate the Wharf District with the upland downtown Commercial Business-Market District.
- Create a pedestrian access system with a continuous waterfront trail along the shoreline.
- Provide opportunities for mixed use development, public/private investment, recreational opportunities, and public access to the shoreline for the citizens and visitors of Blaine.
- Establish design and development guidelines for land use and development of this publicly-owned property.
- Manage the shoreline to further optimize circulation, public access, development, and environmental restoration.
- Retain and enhance all characteristics of the waterfront that support marine related activities.
- The rich industrial past of Blaine's Wharf District provides the atmosphere of the waterfront. This history should be highlighted in infrastructure and development alternatives. These include designs that integrate the working waterfront and maritime themes.

The Plan

Figure 9 provides a graphic representation of the Wharf District plan. It provides the framework for the remaining text in this plan. As indicated earlier it is organized into seven different planning areas and a public access and circulation element.

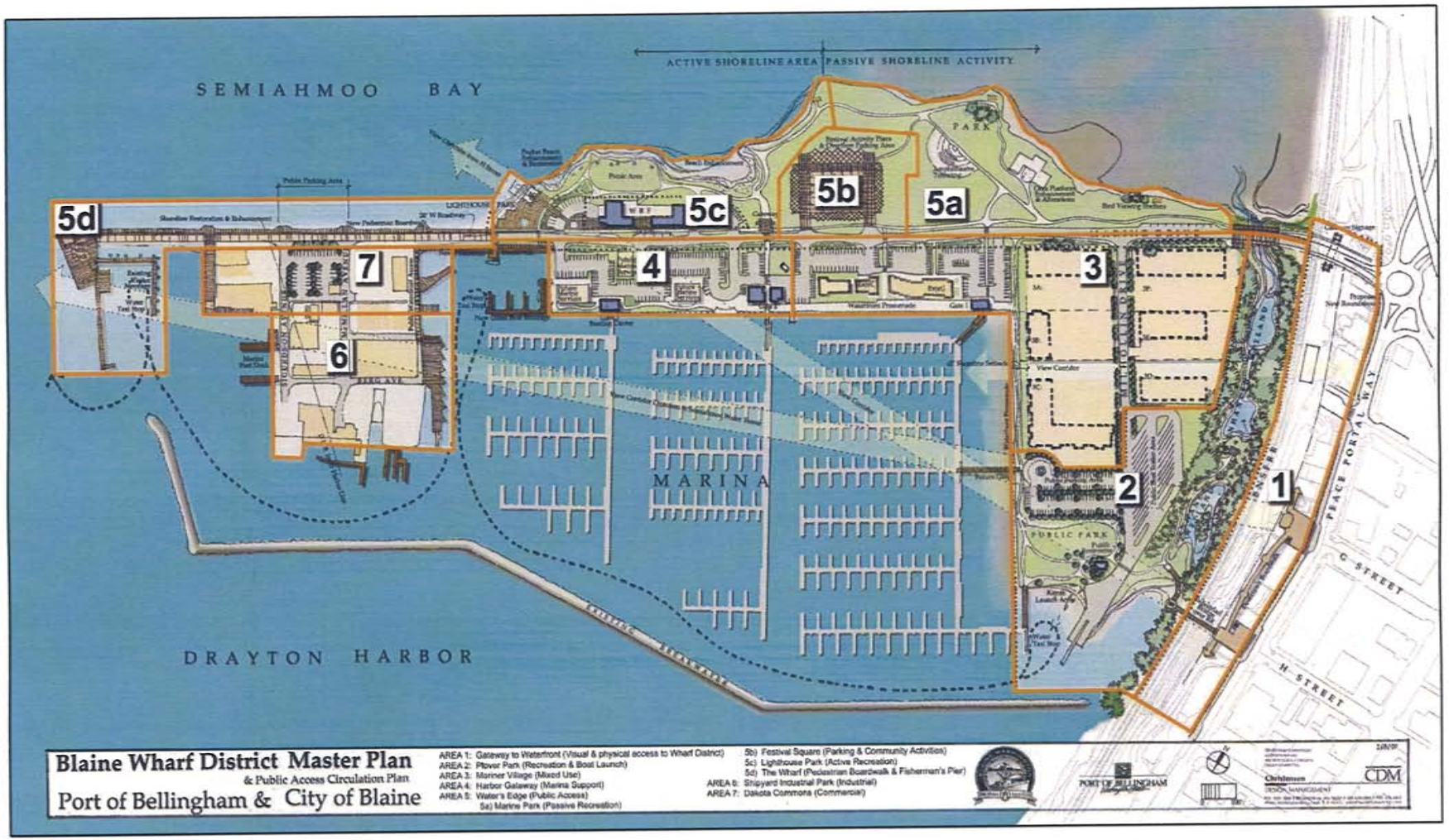

Figure 9: Wharf District Master Plan Map

Public Access & Circulation Element

Location and Relationship:

While the Wharf District consists of seven separate but related planning areas, the public access and circulation element applies to the entire Wharf District. The public access and circulation element highlights two important considerations in this plan. First, it recognizes the need for strong transportation linkages between the Wharf District and the downtown Market District, the marine waters and the Semiahmoo Spit across the channel. Second, it addresses the need for a strong and continuous public access and recreation linkage along Blaine's urban waterfront and waterways.

Existing Condition:

Figure 10 illustrates the existing condition of the roads and pedestrian routes that service the Marine, Park, and industrial area to the west. Until 2007, Marine Drive consisted of a 20 foot strip of asphalt with informal dirt shoulders and unplanned parking along the park. The condition of the roads and shoulders reflects a generally outdated and underdeveloped industrial waterfront. However, with the investment of $16 million to expand of the Marina in 1999, it has recently become clear that corresponding improvements are needed. The remaining circulation routes in the Wharf District, consisting of private roads and alleys between buildings, are at the end of their life cycle and need to be upgraded.

Figure 10: Wharf District Aerial of Existing Condition (prior to first phase of Marine Drive improvements)

Key Issues:

- Poor linkage between the Wharf District and the upland downtown area.
- Substandard roads servicing the activities and businesses in the Wharf District with the most westerly 700 feet of Marine Drive in poor repair with deteriorating riprap and no shoulders.
- Inadequate structural capacity to support auto parking on Fisherman's Pier, a popular local gathering area.
- Limited public access to the shoreline and adjacent waterways.
- Underdeveloped trails and water taxi service along the waterfront and waterways. Most notably, no separated pedestrian access to Fisherman's Pier.
- Underdeveloped Marine Park facilities many of which are at the end of their life cycle.

Figure 11: Photograph of existing Pedestrian Access from Fisherman's Pier

Master Plan Vision of Character & Use:

A new pedestrian bridge over the railroad tracks is proposed to improve access between the CB-Market District and the Wharf District. This pedestrian connection and subsequent upgraded water taxi connections will strengthen business activity by providing a visitor destination in Central Blaine to draw customers from Semiahmoo, and by providing interesting day trips for residents and visitors of Blaine.

Public Access & Circulation Goals:

1. The Wharf District should include a system of roads, trails, boardwalks, sidewalks, bridges, ferries and parking that provides easy and fluid internal circulation within the Wharf District and the CB-Market District, the marine waters and Semiahmoo Spit across the channel.
2. The circulation system should facilitate connectivity between a wide range of water oriented recreational, commercial, and marine activities.
3. The Wharf District should provide continuous public access and recreation linkages to Blaine's urban waterfront and waterways.
4. The Wharf District should include a multi-season indoor/outdoor facility for both community and private events.
5. The Wharf District should include well signed public restrooms appropriately distributed throughout the district.

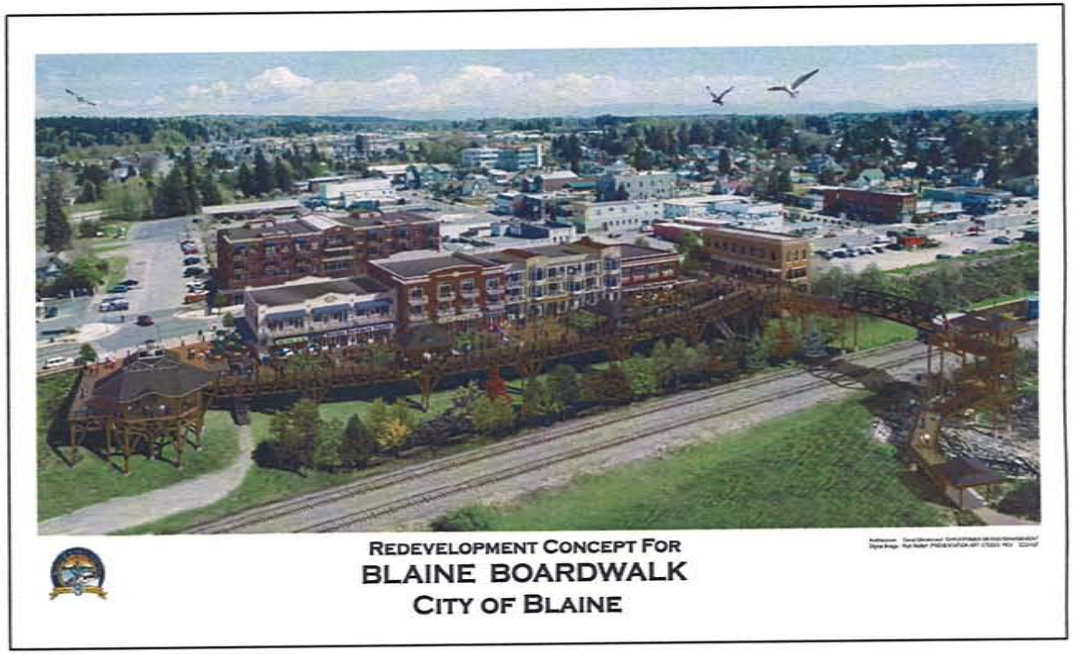

Figure 12: Conceptual Illustration of City Boardwalk

Overall Wharf District Design Guidelines:

New development and redevelopment projects should take measures necessary to control the quantity and quality of stormwater runoff such that the stormwater runoff from a project complies with water quality standards and contributes to the protection of beneficial uses of the recieving waters.

Implementation:

Circulation: Some road and parking improvements will take place in conjunction with the development of each planning area. Private sector development will be required to include parking and associated road improvements. However, many of the improvements designed to increase public access to the shorelines and enhance circulation will be undertaken by the City and the Port.

Priority public improvements include:

- Pedestrian bridge connecting the upland Market district with the Wharf.
- The relocation of the ferry terminal to Plover Park and expanded service.
- Significant road improvements to the unimproved sections of Marine Drive in three phases.
- Gateway and directional signage on all roads and pathways.
- Two mile pedestrian and bike loop from the pedestrian bridge to Fisherman's Pier and back.
- Construction of a pedestrian walkway between Lighthouse Park and Fisherman's Pier.
- Expansion of the marina promenade on the east side of the marina to Plover Park.
- Construction of additional parking area adjacent to Plover Park (PA2).
- Construction of a multiple use parking area (PA5b) that services the entire Wharf District.
- Formalized public parking in the Dakota Commons Planning Area (7).

Public Access: Public projects necessary to achieve the public access goals include construction of improvements for a wide range of high quality waterfront recreation areas and facilities with an emphasis on public access to the shoreline.

Priority projects include:

- Enhancement of a large wetland with trail access.
- Construction of Plover Park.
- Marine Park Improvements.
- Lighthouse Park development.
- Construction of a Lighthouse replica.
- Construction of a Lighthouse community facility.
- Interpretative signage along the entire two mile loop trail system.
- 4 public restrooms (PA 2, 4, 5c, 7).
- A pedestrian walkway on north side of marine drive to Fisherman's Pier (PA5d).
- The redesign and construction of a linear park on the last 300 feet of Marine Drive (PA5d).
- A pedestrian walkway and viewing on the east side of the Dakota Commons Planning Area (PA7).

- Construction of 5 bird viewing shelters along the two mile pedestrian loop (PA 2, 5a).
- Pedestrian amenities (benches, etc).

Wharf Trail Loop: The most basic component of the public access & circulation element is a two mile interpretive trail winding through the entire Wharf District.

Figure 13: Wharf Loop Trail

Interpretive Sign Program - Interprets various historical uses and natural, environmental features for residents and visitors. The development of the Wharf district interpretive program is a key part of the recommended improvement program. The interpretive program offers the potential to attract additional visitors. To be successful, the program will need to be well planned and innovative in its design. As envisioned, the interpretive program would be a cooperative program, with support from Port projects, the City of Blaine, Drayton Harbor Maritime, Whatcom Maritime Historical Society, County Parks, State of Washington, and other grant sources. Detailed planning for this program is not part of this plan's scope of work, but the concept is key to the plan's long-range development.

This plan sees the interpretive program as a series of simple, integrated elements that can be built into harbor improvement projects as they are implemented. In addition, individual projects and grants can be used to fund and implement incremental additions to the program. The idea is that the program can start small and eventually grow into a significant feature over time. The interpretive program also does not have to have large amounts of funding up front to begin implementation. (Note: The interpretive program will need to be a cooperatively funded feature, with support from all affected jurisdictions.) It is recommended that the program include the following elements:

- Interpretive displays built into pedestrian improvements as they are implemented.
- Displays and upgrading of the west end of Marine Drive with a fishing fleet interpretive theme.
- Construction of the connecting promenade at the east end of the marina, with program elements illustrating the mudflat and its ecology.
- Displays in the Harbormaster/Boating Center building.

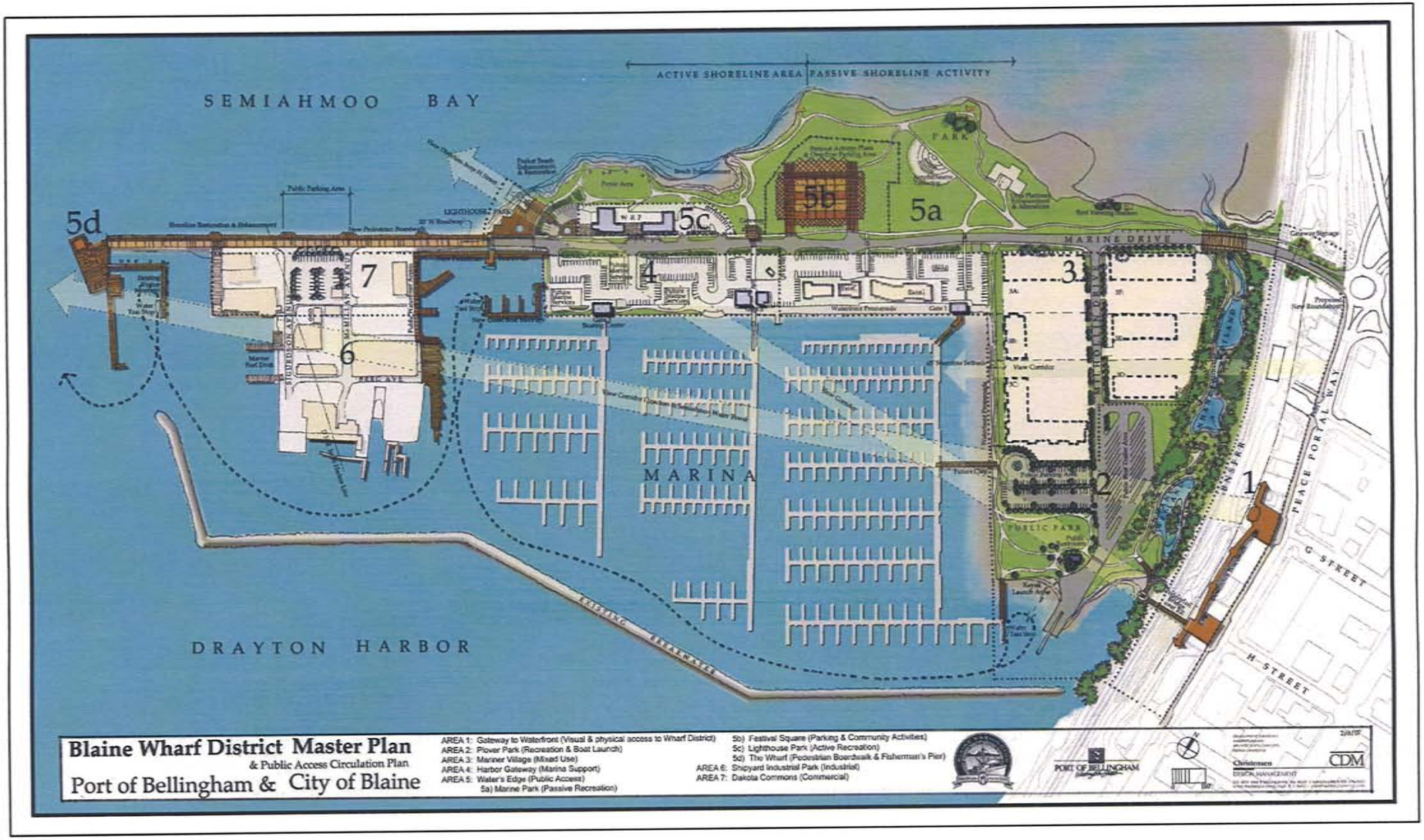

Figure 14: Public Access & Circulation Element

Planning Area 1 – "Gateway to Waterfront" (Visual & Physical Access)

Location and Relationship:

Planning Area 1 is not a part of the Wharf District. However, because it is that part of the CB-Market District that abuts the Wharf District (see Figures 2 &3) it must be considered in the planning process. This section of the CB-Market District provides the best opportunity to establish a variety of ways to access the Wharf District. Planning Area 1 serves as the gateway to the waterfront by providing stunning views, in addition to vehicle and pedestrian connections to the Wharf District.

Existing Condition:

While downtown Blaine is located on the banks of the Puget Sound, access to the shoreline is limited. Much of the shoreline is isolated by the presence of the railroad with its tracks following the historic shoreline and functionally obstructing any natural connection to both the shoreline and the Wharf District. Currently Marine Drive is the only way to access the Wharf District.

Figure 15: Aerial of Existing Conditions, Planning Area 1 - Gateway to Waterfront

Key Issues:

- Poor integration between CB-Market District and the Wharf District.
- Preservation of views.

Master Plan Vision of Character & Use:

This section of Blaine's Commercial Market District overlooks the Blaine Harbor and Wharf District, and benefits from the stunning views of the Marina, Drayton Harbor, Semiahmoo and Point Roberts in the distance. As this area redevelops, it will include a Boardwalk along the water side of the Portal Way businesses to further enhance public enjoyment of the marine setting. The preservation of view corridors from street level of Peace Portal Way has been determined to be a high priority. Consequently, view corridors have been identified in Figures 9 & 14. These view corridors are intended to protect key views fanning from the street end viewing platforms at G Street and H Street and the boardwalk which will connect these platforms.

A new pedestrian connection bridge over the railroad tracks is proposed to improve access between the Market District and the Wharf District. This pedestrian connection and subsequent upgraded water taxi connections will strengthen business activity by providing a visitor destination in Central Blaine to draw customers from Semiahmoo, and by providing interesting day trips for residents and visitors of Blaine.

Figure 16: View Analysis from "G" and "H" Street Overlooks

Upgraded signage at the Marine Drive is intended to create a Gateway to the Wharf District, making it more visible to traffic on Portal Way and adjacent I-5. The State of Washington is designing a new intersection at Marine Drive, Portal Way and the D Street freeway on-ramp, which will increase the visibility of this Gateway. Realignment of the railroad crossing and upgrade of Marine Drive and associated bicycle facilities through this Gateway area will connect to the recently upgraded section of Marine Drive to provide a more attractive entrance to the Wharf District.

Development Guidelines:

1. Improvements, buildings and infrastructure should consider the esthetic presentation to the Wharf District.
2. Lighting should be designed to minimize glare that intrudes into Plover Park and Mariner Village planning areas.
3. The City should consider potential noise levels when permitting business along the west side of Peace Portal Way.

Implementation:

These special projects are designed to improve access to the Wharf District and market the harbor and its unique features. They are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including Port, City, private, economic development grants, etc.

Marine Drive Improvements

Improvements are proposed to Marine Drive and the adjacent bicycle trail to connect the upgraded intersection at Peace Portal Way to the recently upgraded portion of Marine Drive.

Parking below buildings between H and F Streets (also see public access & circulation element)-This is a proposed phased construction project of a well landscaped parking area which will serve both the Market District and the Wharf District overflow parking requirements.

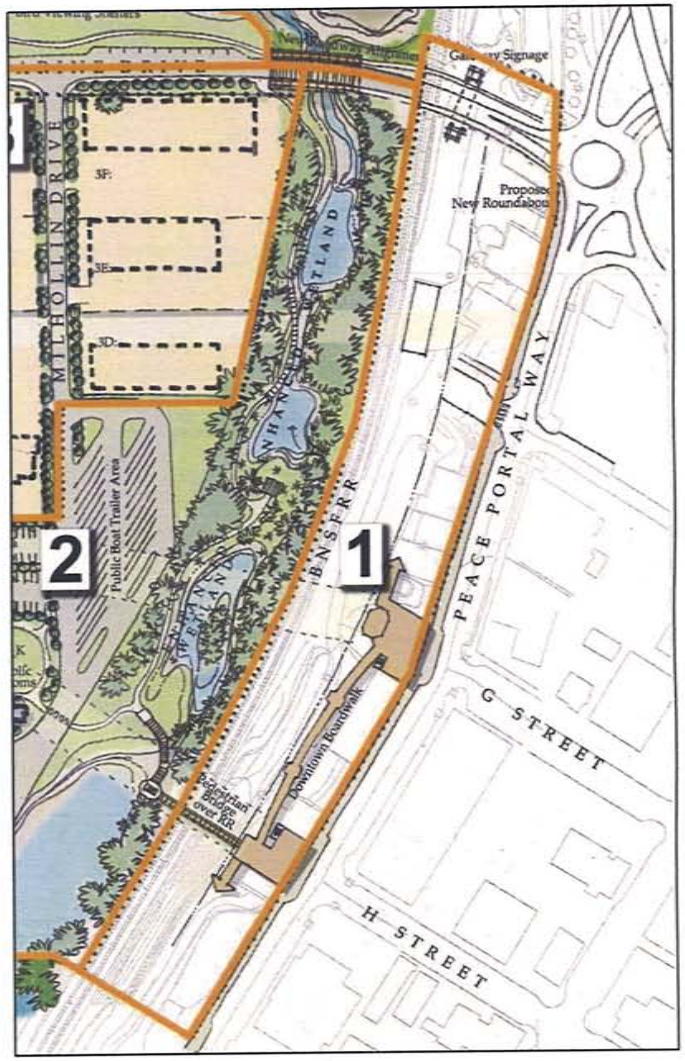

Figure 17: Planning Area 1- Gateway to Waterfront Concept

Asphalt (ADA) pathway from lower level parking to Marine Drive (also see public access & circulation element)-Construction of an asphalt pathway along the fenced railroad track beginning at the parking area between H and F Streets and extending north until it connects with the Marine Drive pedestrian pathway.

Gateway Signage and Improvements

The proposed new Gateway Signage could be designed as an archway over Marine Drive, visible from the upgraded intersection at Portal Way & Marine Drive, adjacent to I-5. So as not to limit any potential industrial business activities, an over roadway sign should be designed to meet a minimum 16 ft. standard for vertical clearance as specified by the federal interstate transportation system. The signage should have a historic nautical look to generate interest in businesses and recreational opportunities beyond the sign, and separate this area from the CB-Market District as a unique Blaine neighborhood. When this portion of Marine Drive is improved, remaining unimproved areas within the road right of way should be upgraded with landscaping and pedestrian improvements or angled street parking

Figure 18: Conceptual Illustration of Gateway Signage

Pedestrian Bridge to/from Downtown

The economic analysis, public access plan, and this plan agree that providing a better pedestrian link between the harbor and downtown is needed. It is also understood that this is an expensive facility and one the City cannot afford to undertake without significant economic support. Development at the marina and in the downtown also needs to be further along and the area drawing more visitors before the overpass will provide its full benefit. This pedestrian bridge will someday be a valuable community asset. As the downtown and harbor develop, there will be a time when the overpass will be what makes some new project happen.

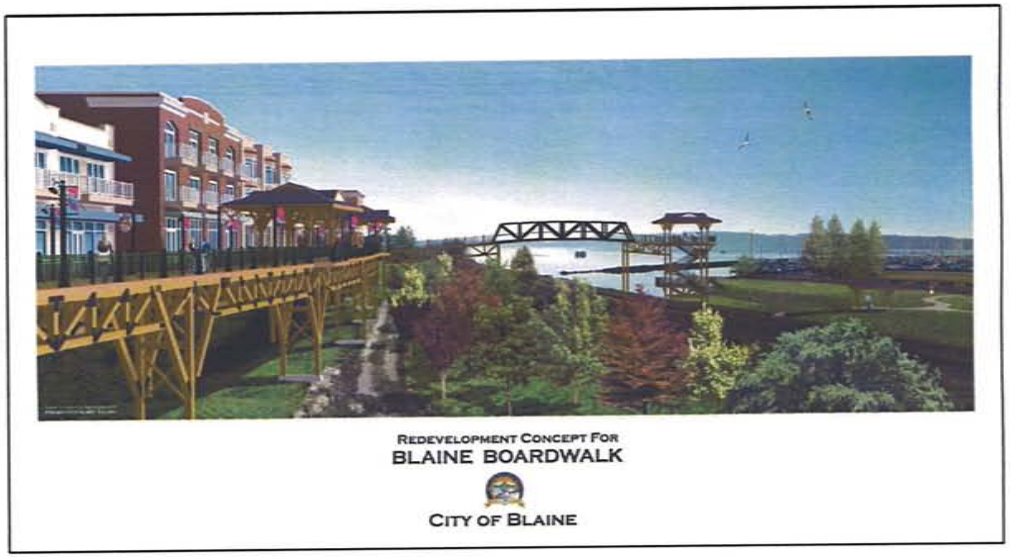

Figure 19: Conceptual Illustration of Pedestrian Bridge

Planning Area 2 – "Plover Park" (Recreation & Boat Launch)

Location and Relationship:

This area is the eastern most Wharf District area running along the BNSF railroad right of way and includes the existing Blaine boat launch, boat launch parking area, and a 100-foot wide corridor along the Burlington Northern Railroad tracks. Proposed improvements in planning area 2 focus on opportunities which can reinforce the quality of circulation, public spaces and enhancing visitor experiences.

Figure 20: Aerial of Existing Conditions, Planning Area 2 - Plover Park

Existing Condition:

Wetlands are present throughout the railroad right of way on the eastern edge of planning area 2. The railroad right of way tends to be poor in drainage with low permeability. In general, overland runoff finds its way through gently rolling terrain via wetland drainage patterns. The public boat launch is located at the southeast corner of planning area 2. This is a popular facility for local and visiting boaters. The waterway to and from the boat launch is narrow and during seasonal high usage periods, the waterway is congested. The launch provides seasonal restrooms for users and parking for 62 boat trailers. Because of IAC funding requirements, the launch, restrooms and parking will likely need to remain at this site. On the west side of planning area 2, there is approximately 2 acres of undeveloped property of which a portion is used as open storage to support the commercial fleet operations.

Key Issues:

- Poor connections to CB-Market District.
- Wetland in railroad right-of-way drains poorly.
- Protect harbor and water views from downtown.
- Siltation near boat launch ramp.

Master Plan Vision of Character & Use:

Existing and proposed open spaces of varying scale will better link Blaine's downtown core with the Blaine Marina and a system of walking tails and recreational opportunities, including an upgraded water taxi to Semiahmoo. A strong connection with the downtown is important to facilitate larger numbers of people within easy walking distance of the waterfront. The pedestrian and water connections between the CB-Market District, Wharf District and Semiahmoo Spit, accessible via an upgraded ferry, is intended to provide a synergy to attract visitors and provide life to new business activity in all three of these Blaine neighborhoods.

Improvements to this area include a new "Plover Park" named after the water-bird Native to this area, and also after the historic ferry which provided transportation to cannery workers traveling from Blaine to Semiahmoo. The Plover was restored in the 1990's to serve visitor traffic. This plan envisions an upgraded water taxi service and dock within this planning area to provide more frequent service between central Blaine and Semiahmoo. Location and design of the water taxi dock should be based on a future feasibility study. The Plover Park and parking area will serve the Park, foot ferry traffic and a new marina gate. Plover Park and proposed parking area are strategically placed to protect the view corridors from the G Street and H Street street-ends and views of the Harbor and Semiahmoo.

Enhanced wetlands and a pedestrian trail through this area will provide open space and recreation for future residents of the Wharf District and an additional visitor attraction to the birders who come to Blaine to see the diverse water-fowl which nest and feed in this area.

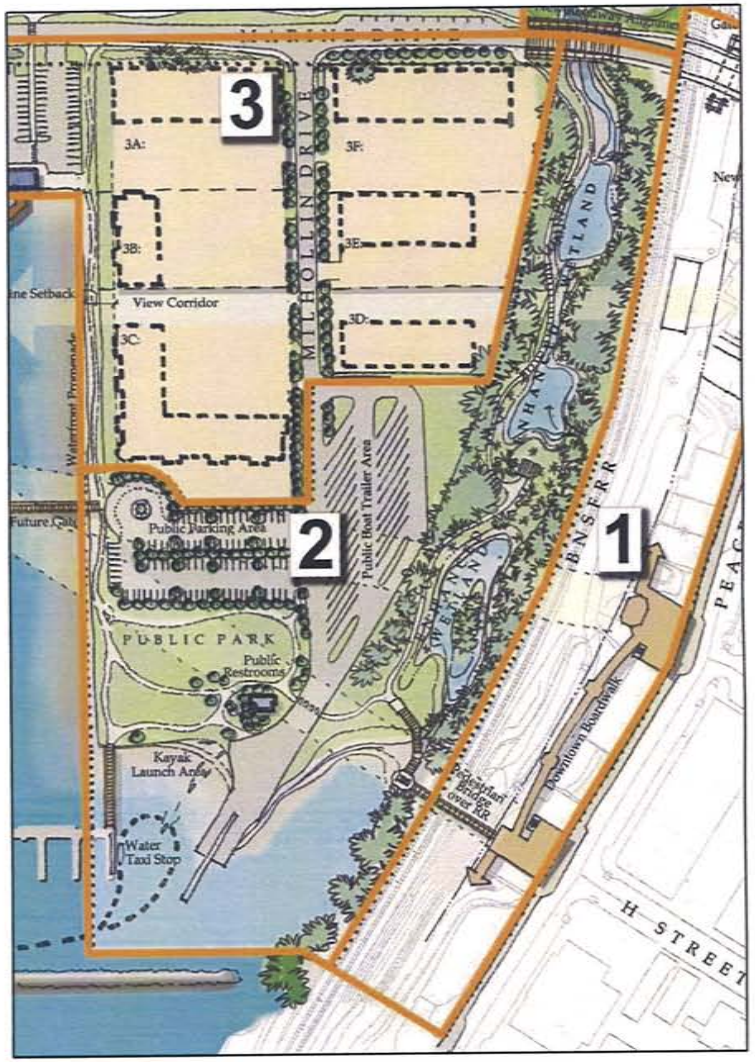

Figure 21: Planning Area 2 – Plover Park Conceptual plan

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Development Guidelines:

1. Building character & function: Buildings in this planning area are intended to contribute to and be accessory to the primary open space, water access and recreational function of the park. Only buildings accessory to Plover Park and proposed marina gate #4 should be built in this planning area.
2. Buildings should be limited to a height of no greater than 20 feet, unless approved as a part of the landscape & site plan.
3. A landscape and site plan for this planning area consistent with BMC 17.23.020 Approval Criteria shall be approved prior to development.

Implementation:

These special projects are designed to improve the Wharf District's market potential and reinforce its unique features. The projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including Port, City, private, economic development grants, etc.

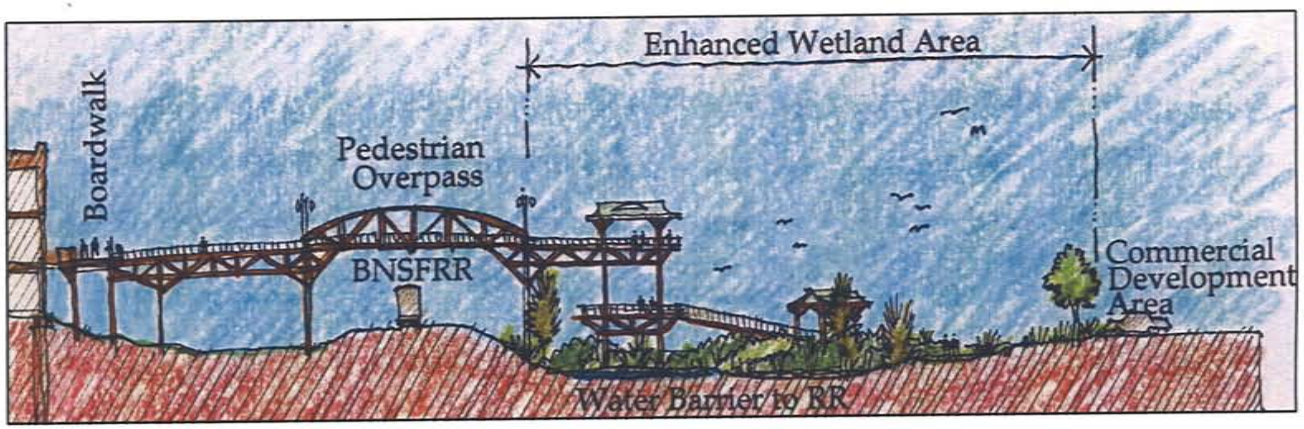

Figure 22: Conceptual cross section, looking southerly from Marine Drive, toward Planning Area 2: Plover Park

Blaine Boat Launch Upgrade

The floats and pilings on the existing Blaine Boat Launch were installed in 1988 and are in need of replacement. One project in the Wharf District Capital Improvement Plan is to replace these floats and pilings. With the exception of periodic maintenance dredging, no revisions are proposed at this time to the boat ramp, alignment or access.

Plover Park

A new public park is proposed adjacent to the existing boat launch and restroom facilities. The park would provide a destination for pedestrians using the new pedestrian overpass from the Blaine downtown area, a picnic spot for boat launch and marina visitors, and a recreation area for new Wharf District residents. The park will include pedestrian walkways tied to the network of pedestrian trails within the Wharf District. As demand increases on the existing boat launch restroom facility by pedestrians, park visitors, boat launch users and moorage customers, the restrooms should be improved, better signed and opened year around to serve the general public.

Water Taxi Dock

A new water taxi dock is proposed in the vicinity of the boat launch and Plover Park. This water taxi dock would only be considered after the construction of the proposed pedestrian railroad overpass and upgrade of the frequency of ferry service has become a reality. This location would be more convenient to the Blaine downtown core and may encourage additional pedestrian use by visitors traveling from downtown Blaine to Semiahmoo. However, location and design should be based on a future feasibility study.

Gate 4 Ramp and Parking Lot

A new gate and parking area adjacent to the boat ramp and park will provide more convenient access to the boats on the Gate 1 floats and relieve congestion at the Gate 1 shared parking area. The proposed parking lot will also provide parking for the Plover Park and proposed water taxi dock, and overflow parking for businesses in planning area 3.

Pintail Marsh

This 2 acre degraded wetland will be enhanced to include open water and emergent wetlands. The Cain Creek outlet can be relocated so that it provides the marsh with a constant source of freshwater. The marsh in turn will flow under the Marine Drive bridge so that the mudflats will continue to receive the same supply of Cain Creek water in the same location. The creation of several small upland islands in this marsh should provide excellent resting and nesting habitat for both local and migrating bird species. The aquatic environment will provide habitat for a wide variety of invertebrates, amphibians and some fish species.

Figure 23: Conceptual Drawing of Pintail Marsh

Planning Area 3: "Mariner Village" (Mixed Use)

Location and Relationship:

Area 3 is bound by Marine Drive on the north and Area 2 on the east and south and Blaine Marina on the west. This area is closest to the existing Downtown core and most likely to benefit from and contribute to redevelopment of the Blaine Market District. Area 3 is also located furthest from the exiting fish processing, commercial fishing fleet berthing, fueling and boat repair facilities at the West end of Marine Drive, and is least likely to be impacted by the noise and odors associated with the "working waterfront." The area is located between existing Marine Park and proposed new Plover Park and surrounded by existing and proposed walking and nature trails to provide recreation and open space for future residents and visitors. Harbor views to the West and water views to the North provide an ideal setting for a mixed-use redevelopment.

Figure 24: Aerial of Existing Conditions, Planning Area 3 - Mariner Village

Existing Condition:

The Port has three webhouses, two of which are located in Area 3. These two buildings are wood pole structures with open bays for gear storage. These webhouses are some distance from the commercial fleet berthing area, reducing user convenience. These buildings are in a location where future commercial development will likely occur. At the time of this study, only 65% of all three existing webhouses are being used by commercial fishers and leaseholders. Some of these lockers are not filled with commercial gear, but are being used to store other things such as household items. With this in mind, an expanded west end web locker in Area 6 would be able to meet all the commercial needs in the future. There is approximately 3 acres of undeveloped property, of which a portion is used for both short and long term storage of fishing gear and surplus material supporting commercial fleet operations. An existing boat repair and

storage yard with some marine related retail sales is also located on approximately 2 acres in this area. This area contains three commercial/retail or office structures—the Dockside Place Mall a 30,000± square-foot mixed-use office/retail structure, the Pavilion Building, a small space converted from the former Visitors Center to a retail shop space, and Phase 1 of the new Northern Light Building (6460± square feet).

Key Issues:

- Webhouses are some distance from commercial fleet and in poor condition.
- Redevelopment is dependent on market demand.
- Milhollin Drive is a substandard private road, insufficient to support expanded development.
- View preservation.

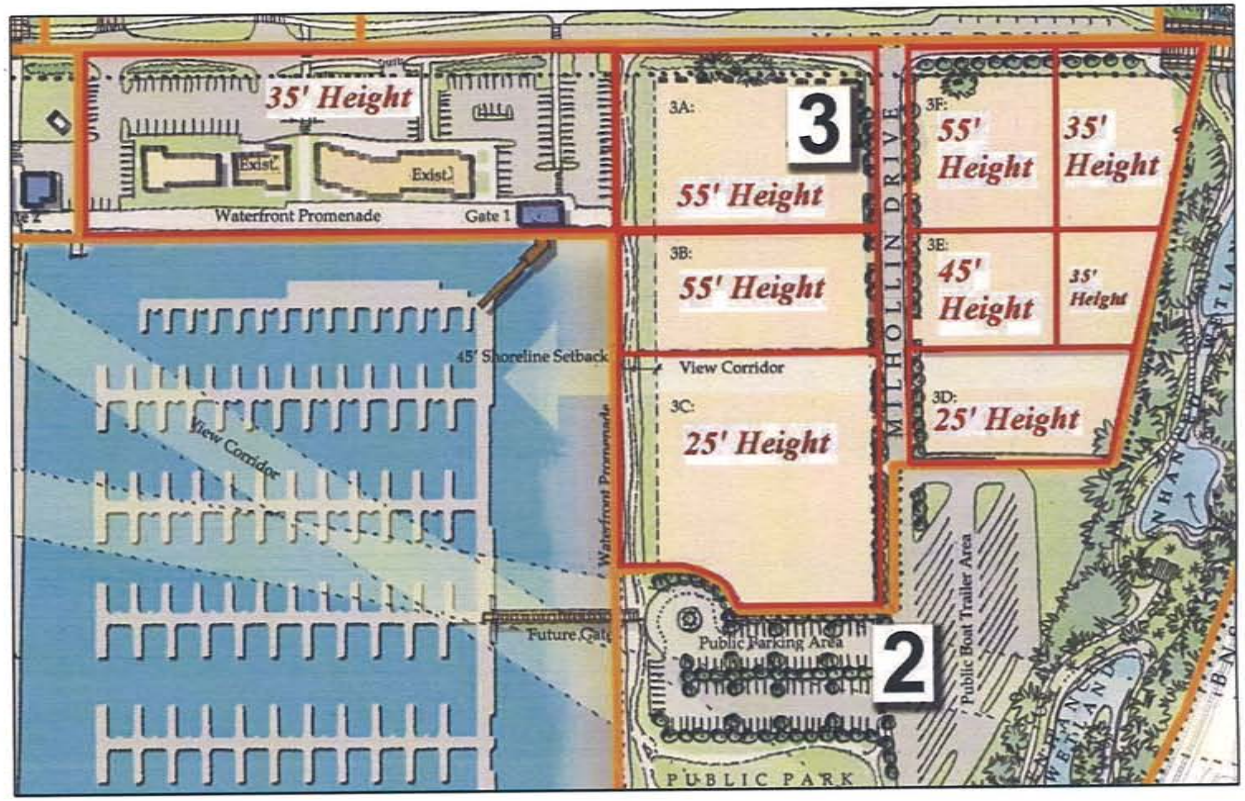

Figure 25: Planning Area 3 – Mariner Village Conceptual Plan – Height Limits

Master Plan Vision of Character & Use:
This area provides for a variety of uses with residential uses above the ground floor, while protecting downtown views with delineated view corridors and stepped height limits. Pedestrian-oriented street edges and streetscapes adjacent to buildings along Milhollin Drive are envisioned for this area. Proposed road and utility upgrades to serve the mixed use development are contemplated for Milhollin Drive. Parking on the groun l level below residential uses or offices and within view corridors between buildings should be ample to serve future development. Retail businesses, restaurants and services on the ground floor could meet the needs of future residents and visitors and compliment exiting and future Market District businesses. A small hotel or conference center along Marine Drive could house visitors and provide an ideal setting for weddings, community events and business meetings.

Development Guidelines:

1. Building character & function: Buildings in this planning area are intended to provide mix of water oriented commercial retail and service space on the ground floor level with space for office and residential and lodging accommodations above. Buildings in this maritime village must consider and integrate a coordinated effort that facilitates pedestrian circulation throughout the village and maximizes access and orientation to the water and promenade.
2. The village should be developed in a stair step manner so that buildings in the northwest corner of the planning area, adjacent to Marine Drive, reach the highest elevation with incremental reduction in building heights to the south and east.
3. Vehicle access to all buildings in the village should be from Milhollin Drive.
4. Sidewalks and street trees should be located along the south side of Marine Drive and on both sides of Milhollin Drive. This can be accomplished at as the village develops.
5. On-site parking will be required with landscaping.
6. Development shall be consistent with BMC 17.23 and BMC 17.121

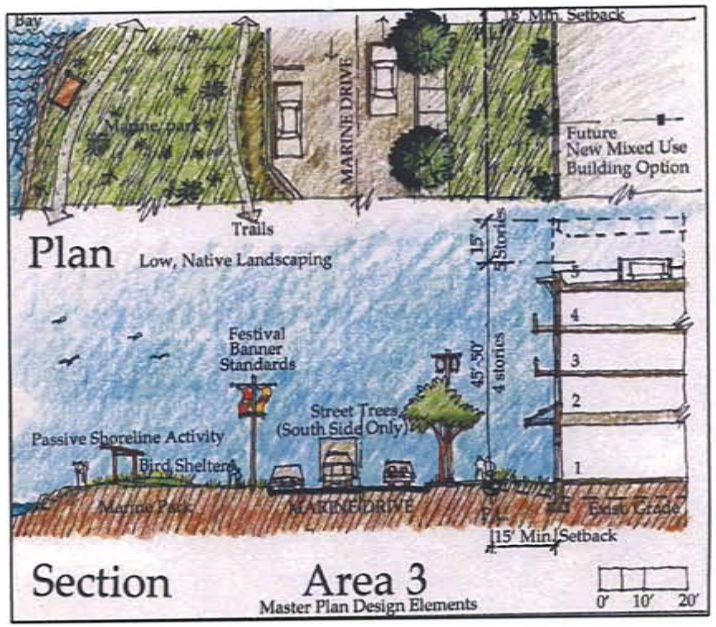

Figure 26: Conceptual Streetscape of Planning Area 3, "Mariner Village"

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Webhouse Demolition: Web houses 2 and 3 will need to be demolished prior to redevelopment of Area 3. Currently, one of the weblockers in Webhouse #2 serves as storage and shop space for harbor operations. With future plans for webhouse demolition, the shop and storage space will need to be relocated.

Milhollin Drive Upgrade: An upgrade of Milhollin Drive to a residential street with sidewalks and street trees is proposed in conjunction with the redevelopment of planning area 3. Funding will require a wide variety of sources.

Harbor Promenade: A new promenade is proposed along the east end of the harbor, similar to the promenade along other portions of the harbor.

Planning Area 4: "Harbor Gateway" (Marina Support)

Location and Relationship:

This area is west of Area 3 on the south side of Marine Drive. It is a narrow strip of land located between the recently upgraded portion of Marine Drive and site of City's proposed Water Reclamation Facility and Gates 2 and 3 of the Blaine Marina. This planning area also encompasses the Blaine Marina water surface and moorage facilities as appropriate.

Existing Condition:

Much of this area is already developed and includes the Harbor Master Offices, Boating Center, the Fishermen's Memorial, marina gatehouses 2 and 3, parking and promenade. The parking area, landscaping and promenade with a covered outdoor seating area were upgraded in 1998, providing a popular pedestrian route, harbor viewing and community activity area.

Figure 27: Aerial of Existing Condition, Planning Area 4 – Harbor Gateway

Key Issues :

- Area already mostly developed.
- Maintain pedestrian access and amenities.
- View corridor preservation.

Master Plan Vision of Character & Use:

New uses should primarily focus on marina support services along with tourist oriented commercial and water enjoyment uses. Future use of the small development pads within this area could include marine-related retail uses, charter or whale watching offices, boat sales or small café or coffee shops serving primarily marina customers. New buildings in this area are intended to be of similar size and scale to the exiting Boating Center and Gate Houses, with only single story buildings allowed with a maximum height of 25 feet.

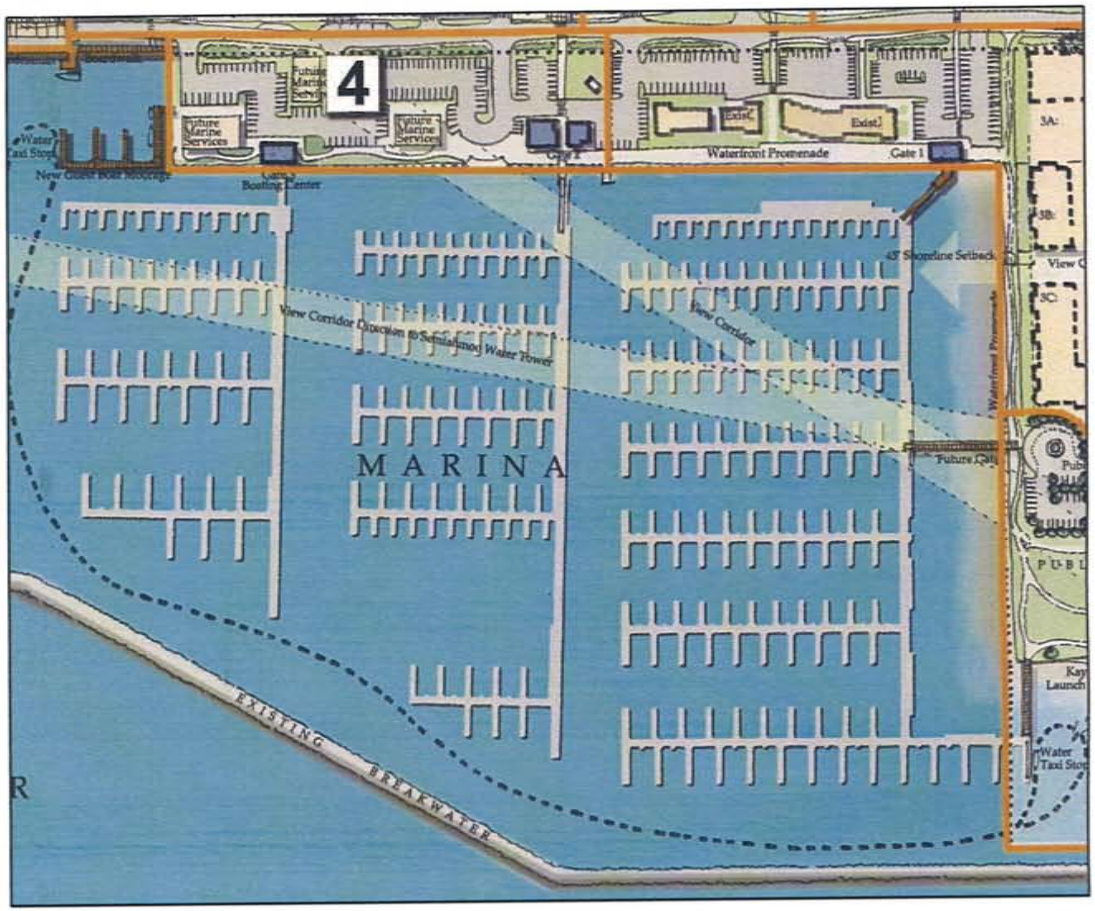

Figure 28: Planning Area 4 – Harbor Gateway Conceptual Plan

Development Guidelines:

1. Building character & function: Buildings in this planning area are intended to provide accessory water oriented commercial retail and service space.
2. Future commercial uses should support water enjoyment, tourism, marina & boat owner needs.
3. Buildings should be only a single story and limited to a height of no greater than 25 feet.
4. Development shall be consistent with BMC 17.23 and BMC 17.121

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Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Fishermen's Memorial

The existing Fishermen's Memorial is a well-maintained and landscaped part of the marina. It could, however, benefit from a more visible location. One recommendation of the 1998 Harbor Plan was to develop a new memorial at a site closer to the commercial fleet. A more appropriate location could be located on the pier at the west end of Marine Drive. This site would allow the memorial to overlook the fleet as it leaves and returns to the harbor. Another potential location would be in the plaza when Lighthouse Park is finished. Any decision on the memorial would require the support of the memorial's sponsor's.

Guest Moorage

Approximately 420 LF of new guest moorage is proposed on the west side of the upland portion of planning area 4. This moorage would provide overnight tie up for 12 to 15 visitors depending on vessel length. The proposed location of the new guest moorage would provide a centralized location for visiting boaters to access adjacent support services. These guest moorage floats could also serve as a centralized stop for the water taxi.

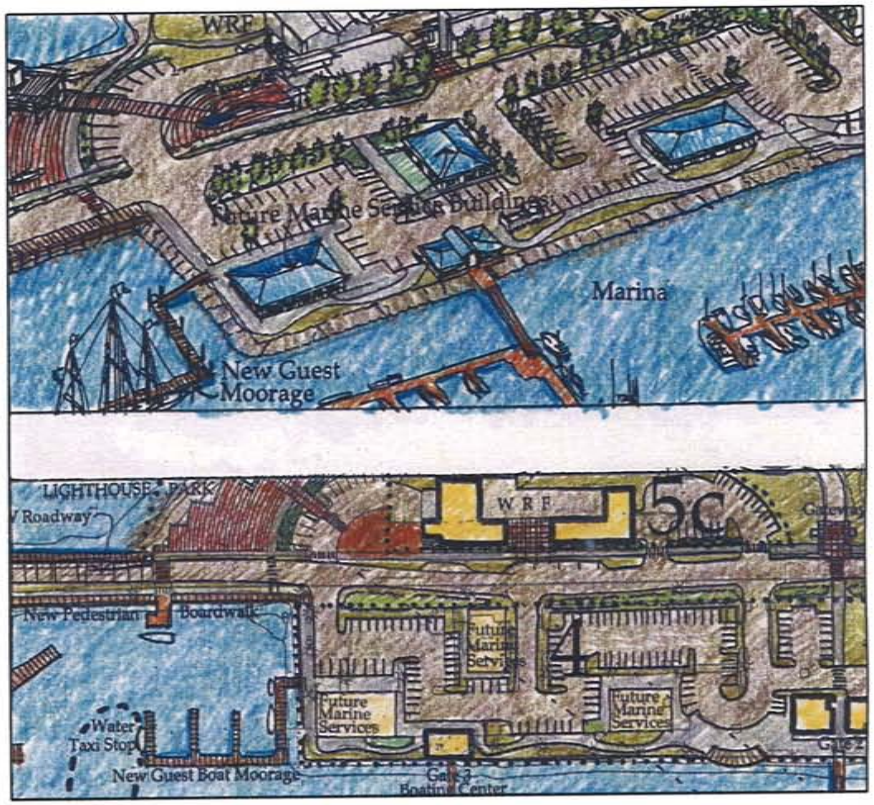

Figure 29: Planning Area 4 – Harbor Gateway Conceptual Illustration

Planning Area 5: "Water's Edge" (Public Access)

Location and Relationship:

This planning area is owned and managed by the City and/or Port for public use. It consists of four integrated recreation areas, each with specific characteristic and uses. Together they are intended to provide a broad range of opportunities for both visitors and the community to connect with the shoreline habitat, its marine waters, and its wildlife. This area is also intended to complement the marina with increased pedestrian crosswalks on Marine Drive, an overflow parking facility during high marina use and its recreational attraction.

Existing Condition:

Marine and Lighthouse Parks total 10.1 acres with an amphitheater, a large wood recreation platform for events, four birding shelters, interpretive signs, and several large pieces of art. It also has 3,680 lineal feet of shoreline. The trail along the adjacent upland area is 2790 feet long. It also has 4 viewing shelters and several viewing benches, and a stationary viewing scope.

Figure 30: Aerial of existing conditions, Planning Area 5 – Water's Edge

Key Issues :

- Marine Park facilities are at the end of their life cycle.
- The City does not currently have the resources to maintain and improve the park.
- The shoreline on the western half of the park is eroding. Existing shore stabilization materials are ineffective and pose a safety hazard to the public.
- A new wastewater facility is planned to be constructed on the most western portion of the park.
- The pedestrian trail ends at the park's western terminus. There is not separated pedestrian access to Fisherman's Pier.
- Visual access to the water from the road is limited along the entire length of Marine Park.
- There are currently no overnight RV accommodations for special event participants.

Master Plan Vision of Character & Use:

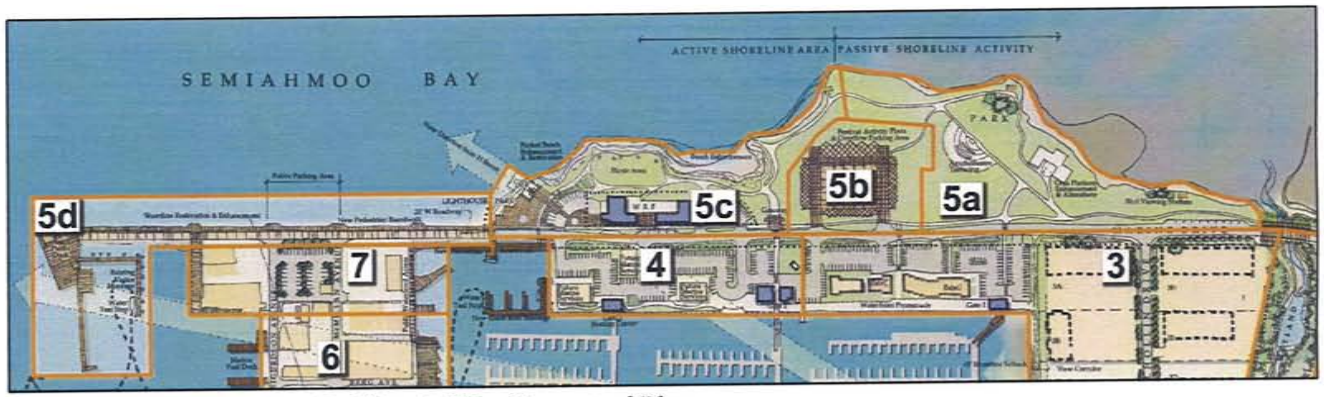

Figure 31: Planning Area 5 – Water's Edge Conceptual Plan

The planning area encompasses the entire northern shoreline of the Wharf District. The City Parks Plan envisions the parks, pier, boardwalk, and trails are to be dedicated for public access to the shoreline with a particular emphasis on viewing its rich seasonal wildlife. This planning area is also intended to complement the marina with increased pedestrian crosswalks on Marine Drive and an overflow parking facility during high marina use. The western portion Marine Park has been renamed "Lighthouse Park" for two reasons; first, in recognition of the planned construction of the lighthouse replica on the most western portion of the park; and second, because the western half of the park has been designated an "active park" designed to encourage physical access to the water. By contrast, the eastern half of the park will remain" Marine Park" and managed as a passive park. This ir response to the massive numbers of migrating water birds that feed and rest in the protected backwater mudflats and fresh water that Cain Creek provides.

Development Guidelines:

1. Building character & function: Buildings in this planning area are intended to contribute to and be accessory to the primary open space, water access and recreational function of the park. It is also the intent of planning area to accommodate and integrate the wastewater treatment facility while increasing the quality of the planning area.
2. Landscaping in this area should consist of low lying vegetation and grass. Open space and views of the water should take priority over tree plantings and structures
3. Multi-purpose bird viewing shelters should take priority in future planning and development of this area.
4. The planned restroom facility in the wastewater building should be well signed, open year round and service the general public.
5. A landscape and site plan for each of the four sub-planning areas consistent with BMC 17.23.020 Approval Criteria should be approved prior to development within these planning areas.

Planning Area 5A: Marine Park (Passive Recreation)

Marine Park is intended to be a passive park. As a part of the two mile Wharf Trail loop, it will provide a natural shoreline experience with viewing stations that will provide an excellent opportunity to view water birds, particularly migratory birds that are present in large numbers during the winter months of the year. Its primary characteristics are open space and pedestrian access along the marsh, mudflats and shoreline. During the summer, the Marine Park Amphitheater provides a place for community performances and events and the Orca gathering area provides opportunities for children's parties and picnics.

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Prior to making further improvements the City will prepare a landscape plan for Marine Park that incorporates the policy and direction of the City of Blaine Park and Recreation Plan. The plan shall be reviewed by both the Port of Bellingham and the Parks Board before final City Council Approval.

At a minimum the plan shall include:

1. Additional bird viewing shelters;
2. Interpretive signage;
3. Modification and expansion of the outdoor theater;
4. Update Orca gathering area; and
5. Revised landscaping.

Planning Area 5B: Festival Square (Parking & Community Activities)

This 2 acre property is owned by the City. It is not intended to be included into the park system but is intended to be used in a manner that compliments and enhances the entire "Water's Edge" planning area. In the long term this may include support structures but in the immediate future this area is envisioned to serve the public by providing centrally located public parking and, as the need arises, a festival area. The site should include utilities and other amenities to service such events and related overnight accommodations. This area could be designed to blend into the larger recreation area with easily accessible pedestrian trails to the east, west or south to the marina. Festival Square is merely an open space for special events such as crafts fairs, flea markets, boat shows, car shows, etc. This vision proposes a completely flexible open area with limited new landscaping and minor utility outlets for power or lighting. Festival Square could be an inexpensive way to create a colorful, active place that attracts visitors to the park and harbor. When coordinated with the upgrading of Marine Drive and with the new parking proposed for the north side of Marine Drive, this would be a very attractive public amenity.

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Prior to making further improvements the City will prepare a landscape and site plan for the Festival Square planning area. The final layout and specific design of the Festival Square parking area will be subject to the approval process of the landscape and site plan. The Festival Square landscape and site plan shall be reviewed by both the Port of Bellingham and the Parks Board before final City Council approval. At a minimum the Plan shall include:

Figure 32: Conceptual Cross Section of Festival Square

1. Parking space for at least 50 vehicles;
2. Special event overnight accommodations;
3. Pedestrian pathways to both Marine and Lighthouse Park;
4. Over time, educational and/or recreational buildings and uses, commercial or noncommercial, maybe added to this planning area when determined to be consistent with the vision and direction of the City.

Planning Area 5C: Lighthouse Park (Active Recreation)

Lighthouse Park is intended to be an active park that provides a wide range of recreational activities. The most westerly side of the park will include a scaled replica of the lighthouse that stood for 39 years on pilings off shore from Semiahmoo Spit. The Park also will contain the City's water reclamation facility which will include an atrium on the west side for a community gathering or special events. Between the lighthouse and the atrium, a plaza and water feature, which connects the two, will provide all of the functions normally associated with a plaza.

A major characteristic of the park is its three pocket beaches which will allow children, young and old to dip their toes in the marine waters of Semiahmoo Bay. The park will also include a picnic area and a large grassy hill to either fly a kite or just lie on and watch the clouds.

Figure 33: Conceptual Site Plan of Lighthouse Park

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Prior to making further improvements the City will prepare a landscape plan for Lighthouse Park. The Plan shall be reviewed by both the Port of Bellingham and the Parks Board before final City Council approval. At a minimum the Plan shall include:

1. Lighthouse Park plan and construction;
2. Scaled Lighthouse replica;
3. Plaza;
4. Community use area/building;
5. Waterworks feature;
6. Shoreline restoration including 3 pocket beaches;
7. Trails;
8. Picnic sites, and
9. Bird shelters.

Figure 34: Concept of Lighthouse Park showing WRF, pocket beach & Lighthouse replica

Figure 35: Lighthouse Park Concepts

Planning Area 5d: The Wharf (Pedestrian Boardwalk & Fisherman's Pier)

This Planning area is identified as the "Wharf" because the overall visual effect will be similar to an actual over water wharf. The straight and structured character of the wharf section of the road will be very different from that of Marine Drive to the east with its landscaping and water gardens. If done properly, one will have the perception that they are driving or walking from the upland out onto a wharf. The pedestrian walkway on the north side of the road will provide much needed pedestrian access from Lighthouse Park to Fisherman's Pier at the westerly terminus of the Wharf District.

The locally popular pier provides a large over water structure that can be used for fishing, crabbing or viewing. It includes a floating dock that is used by visiting boaters.

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Road Improvements

The road is planned to be reduced from 22 feet to 20 feet from the western end of Lighthouse Park and extends to the working, loading docks on the west side of the fish and crab processing canneries in planning area 7.

Lighthouse to Pier "Boardwalk"

A pedestrian route with a "boardwalk" character is proposed along the northern edge of the roadway to separate pedestrians from traffic. The road right-of-way is narrow along this corridor, so the proposed "boardwalk" may consist of a stamped concrete, raised sidewalk with railings to give it a wharf character.

Figure 36: A bird's eye view of existing conditions at "The Wharf"

Wharf Gateway Sign

Located at the western end of Lighthouse Park, where the vehicular right of way becomes reduced, the proposed new Wharf Gateway Signage could be designed as an archway over Marine Drive. An over roadway sign should be designed with a minimum 16 ft. of vertical clearance. The signage should have a historic nautical look to help generate a feeling of driving or walking from the upland out onto a wharf.

Linear Park or Road to Fisherman's Pier

The City and Port recognize that driving out onto Fisherman's Pier has been an activity enjoyed by residents of Blaine for many years. Due to ever increasing efforts to protect water quality in Puget Sound, this practice is not recommended without proper stormwater treatment systems in place. This plan leaves open the decision of whether or not to close vehicle access to Fisherman's Pier by presenting two alternatives and letting it be a community decision subject to an appropriately approved financing plan. Alternative #1 called Linear Park would create a small parking area and turnaround which could provide up to 4 parking spaces for Fisherman's Pier just beyond the loading dock. A linear park with a 12' wide drivable asphalt pathway would provide easy ADA, pedestrian, bike and cart access, to the pier. Emergency and maintenance vehicles will also be able to use the path with the removal of a bollard. No reconstruction of Fisherman's pier for stormwater treatment systems would be required for Alternative #1. Alternative #2 would improve the most westerly 300' of the road for vehicle access to Fisherman's Pier but also takes into account substantial improvements for stormwater treatment systems and upgrades to the structural integrity of the pier itself for continued vehicular access out onto the pier.

Fisherman's Pier

The Port has recently invested approximately $75,000 in improvements to Fisherman's Pier. These improvements include decking repairs, benches, planters, and other miscellaneous fixtures. Other improvements recommended in this plan include special interpretive displays. The view point's main feature will be an interpretive kiosk. The purpose of the kiosk is interpretation of the harbor's history and the subsequent changes that have developed over time.

If Alternative #1 is implemented, for those without the shelter of a heated car on the pier, the City and Port should consider construction of an enclosed observation shelter to accommodate visitors during the colder months of the year.

Figure 37: Photos of Fisherman's Pier

Planning Area 6: "Shipyard Industrial Park" (Industrial)

Location and Relationship:

This area includes the land mass on the south side of Marine Drive and west of the Marina, located behind the Dakota Building, the site of the former Harbor Café and public parking lot. Providing support services for boaters, fishermen and employees, planning area 6 is preserved for continued marine-related commercial and industrial use.

Existing Condition:

This area at the western end of the harbor contains a variety of facilities, most of which support the commercial fishing and crabbing fleet. Specific uses include webhouse storage, ship and boat repairs, seafood processing and a fuel facility. In addition a furniture/appliance store occupies a portion of the site. With the exception of Port-owned web locker #1, most structures in the industrial area are privately owned structures on leased land owned by the Port or DNR.

Figure 38: Aerial of existing conditions, Planning Area 6 – Shipyard Industrial Park

Key Issues :

- Preserving land for water- dependent industry
- Fuel facility berthing area and equipment needs to be improved
- Proximity to existing Commercial fishing fleet working dock
- Deferred maintenance of marine infrastructure i.e. bulkheads need to be addressed
- Reserving space for webhouse re-alignment
- Addressing historical environmental contamination from shipyard and fueling activities

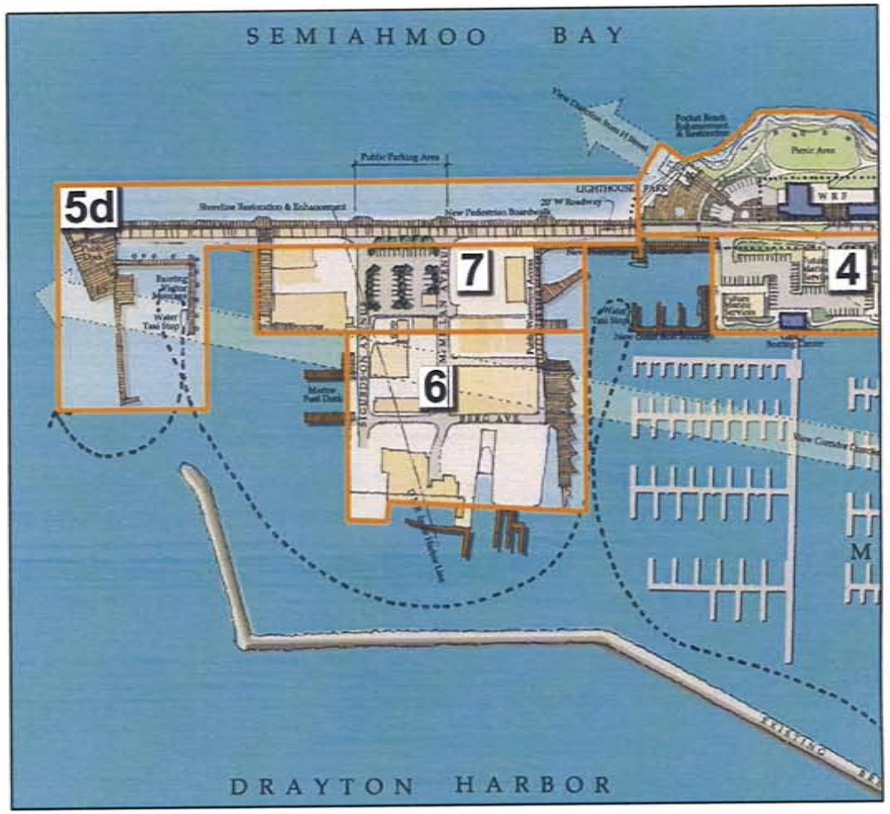

Figure 39: Planning Area 6 – Shipyard Industrial Park Conceptual Plan

Master Plan Vision of Character & Use:

Area 6 is preserved for marine-related commercial and industrial uses, serving primarily the commercial fishing, boat building and boat-repair and service industry. This area is one of the limited areas in Whatcom County which has access to protected marine waters suitable for large vessel moorage, fueling and servicing. The saw tooth dock in this area provides berthing and off-loading facilities for commercial fishing vessels, and the adjacent web-locker provides storage for nets and gear. The existing Webhouse #1, adjacent to the saw tooth dock, is an older facility in need of upgrade. By itself, it is not large enough to serve the entire fishing fleet in Blaine. The existing web locker could be replaced with a larger web locker sized to serve the entire fleet. This facility could include lofts for commercial fishing gear or upper stories to serve recreational boating storage needs, and could be realigned or located closer to Marine Drive to allow space for expansion of boat repair facilities.

The area adjacent to the existing fuel docks is in need of upgrade to better serve the needs of commercial and recreational boaters. Services could include additional boat repair and service facilities, an additional hoist, upgraded fueling facilities, and retail goods and services for fishers, fishery workers and visiting commercial and recreational boaters.

Developent Guidelines

1. Building character & function: Buildings in this planning area are intended to accommodate water dependent and water related industrial activities. In the absence of retail and related commercial outlets, industrial operations will shape the character of this planning area.
2. Form & design: Building form and design in this planning area will be driven by the functional requirements of industry.
3. This area is not suitable for residential uses or hotels as long as there is active commercial fishing, fish processing and shipyard uses in this area.
4. To protect views, building height should be limited to 40 feet in planning area 6. However, higher building heights should be considered when it can be shown that a water dependent marine industrial building must be higher to functionally achieve its intended use. Under such a condition the proposal should undergo a public hearing, with adequate notification and the City Council must determine that the building will not result in a significant obstruction of views from the upland Central Business district.
5. Development shall be consistent with BMC 17.23 and BMC 17.121.

Implementation:

These special projects are intended to attract businesses and promote additional use of facilities. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Webhouse Demolition and Reconstruction

Existing webhouse #1 is proposed to be replaced by a larger multi-story webhouse located closer to Marine Drive to allow expansion of the fish processing and boat repair facilities located behind this facility. While the original design of the Boating Center included design for harbor shop and storage space on the east side of the building, a weblocker in the new webhouse could also serve the needs of harbor operations. Approximately 960 SF of shop and storage space is needed for harbor operations.

Bulkhead Repairs

A number of the bulkheads within planning areas 6& 7 are in need of replacement or repair. Upgrade of the marine infrastructure in this area will occur in conjunction with environmental remediation as the area redevelops. Funding will be through public/private partnerships

Upgraded Fueling Facilities

Upgrade of the fueling facilities could occur through at the time of the bulkhead repairs and environmental remediation to better serve the needs of boaters.

New Haul Out

An additional hoist has been proposed to better serve the needs of mid-size boats needing to be hauled out for repair. This facility would be funded by the operator of this facility or through a public/private partnership.

Planning Area 7: "Dakota Commons" (Commercial)

Location and Relationship:

Area 7 abuts the south side of Marine Drive and is located north of Area 6. This area has historically contained water-related commercial and industrial uses such as fish processing. It also included a popular local restaurant and bar, which served fishermen, area employees and the visiting public. The restaurant was demolished in 2006. The Dakota Building, located in this planning area, has been home to offices and a fresh fish market in the past, but is currently vacant.

Existing Condition:

This area at the western end of the harbor, fronting Marine Drive contains fish processors and crab shipping facilities. In addition, a parking lot that serves Fisherman's pier occupies a portion of the site. Most structures in this area are privately owned on Port or State-owned land.

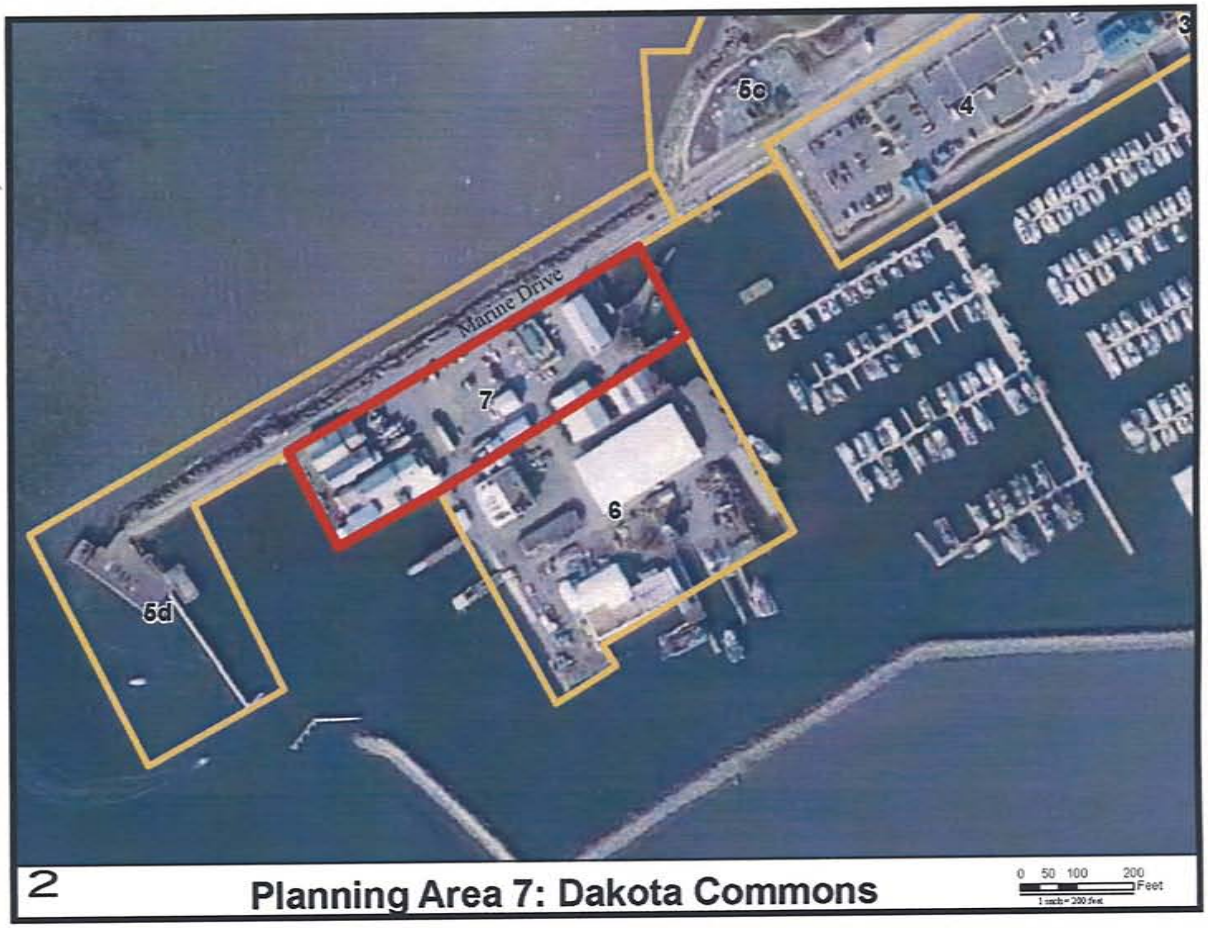

Figure 40: Aerial of existing conditions, Planning Area 7 – Dakota Commons

Key Issues :

- A Washington State preference for water dependent uses on State owned property
- Preserving waterfront property for water related uses
- Proximity to the working waterfront
- Proximity to main arterial and public access areas
- Address parking and circulation for business and visitors
- Maintain visual and physical access to working waterfront

Master Plan Vision of Character & Use:

As this area is redeveloped, visual access to the working waterfront should be maintained where practicable. Over time water-enjoyment and commercial uses may be integrated to support business and tourism. The area along Marine Drive could be redeveloped as a commercial center to support local marine related businesses and visitors. A restaurant, coffee shop, offices or retail shops oriented to boaters, fishermen or area visitors would do well in this location. Other office, light industrial, civic or tourism uses compatible with a marine industrial setting would also be appropriate.

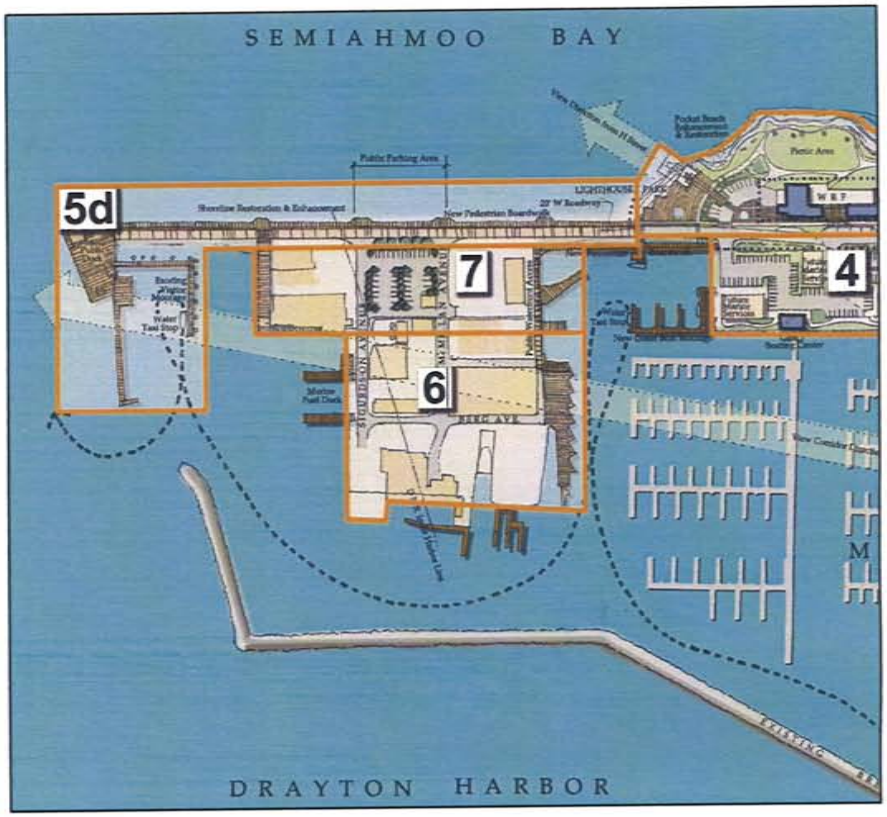

Figure 41: Planning Area 7 – Dakota Commons Conceptual Plan

Development Guidelines

1. Building character & function: In addition to water oriented industrial buildings being appropriate for this planning area, commercial buildings are intended to provide commercial retail and services to neighboring industrial, tourism and water enjoyment activities.
2. Residential uses or hotels should not be allowed due to the area's proximity to the working waterfront as long as adjacent fish processing and boat repair facilities are in operation.
3. To protect views, building height should be limited to 35 feet in planning area 7.
4. Development shall be consistent with BMC 17.23 and BMC 17.121

Implementation:

These special projects are intended to attract visitors and promote additional development. The projects are expected to be funded by an array of sources, including public and private investment and economic development grants.

Marine Drive Improvements

Marine Drive needs to be upgraded adjacent to this planning area. The recently completed road improvements stopped at the east end of this planning area and are proposed to continue to the western edge of the area.

Pedestrian and Visual Access to Marine Industrial Area

Part of the charm in visiting the Wharf District is the opportunity to view the "working waterfront". Pedestrian and visual access to these facilities will be designed to allow the public to view fish processing and boat repair work in progress, but maintain site security and safety.

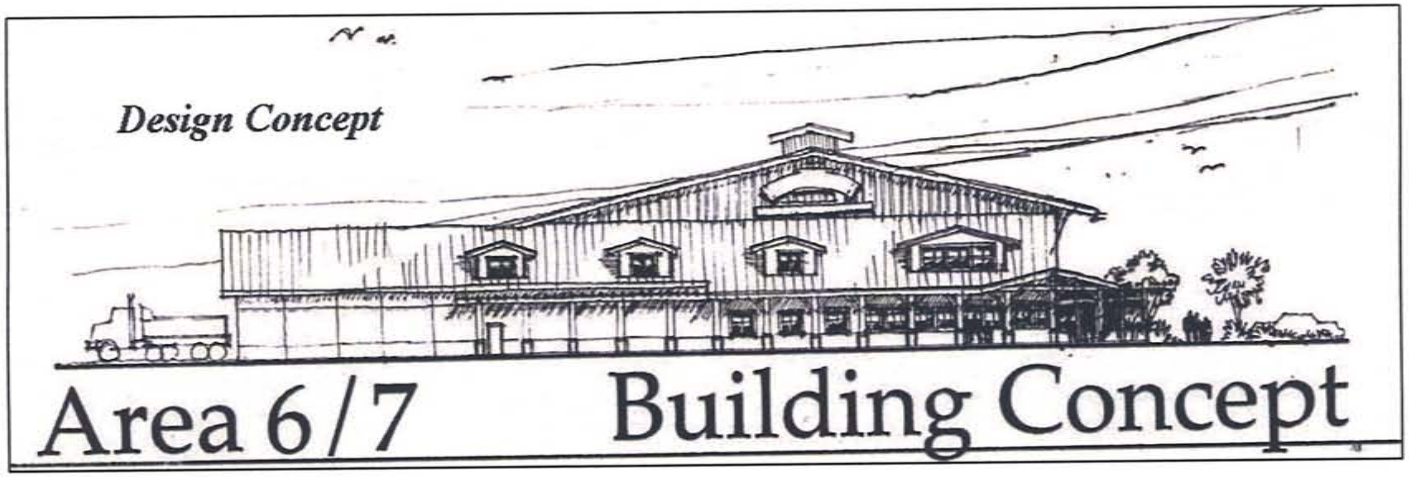

Figure 42: Building Design Concept for Planning Area 6/7 – Shipyard Industrial Park/Dakota Commons

Appendix

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Existing Facility Descriptions

1. Blaine Harbor Marina

In 1999 - 2000 the Port of Bellingham expanded its recreational boating facilities at Blaine Harbor. This expansion was the Port's first major improvement project at Blaine since the current breakwater and marina were completed in the early 1950s. This expansion was the second phase of the marina's original development plan. Blaine Harbor now has 516 recreational slips and 113 commercial slips for a total of 629 slips. Along with the expanded marina, the Port also looked at the use and development of the marina's upland properties to ensure that adequate facilities are available to support the larger marina. With more upland space currently available than needed to support the existing marina and its upland support needs, its layout and land use have spread out and become inefficient. The purpose of this updated plan is to define a land use plan for the harbor area that continues to provide adequate support facilities for the expanded marina, promotes efficient use of its upland resources, and develops market potentials compatible with Blaine's downtown services.

The expanded marina also offers a unique opportunity for the City of Blaine. As upland improvements are put in place, the harbor's redevelopment has the opportunity to become an active supporter of a larger plan for revitalizing the city's downtown. This plan is designed to support and coordinate with the City's plan for the redevelopment of downtown Blaine and its waterfront.

The 70-acre Blaine marina consists of approximately 24 acres of uplands and 46 acres of water surface and moorage facilities. The uplands area supports a mix of parking, public use, and commercial/retail spaces and is the home of the local fishing and crabbing industry.

2. Boating Center

A new Boating Center was constructed in 1999 to service the expanded marina. Accommodations for the ferry Plover, including a ticket office, were provided for in the Boating Center. Construction of the new, more functional and efficient building enabled the Port and Plover to share some facilities (i.e., lobby, restrooms, waiting area, mechanical space, and storage), reducing the Plover's operational space needs. The new building followed the design guidelines laid out in this plan and is a fitting match to the overall Harbor aesthetically. The original design of the Boating Center was phased to include an additional shop and storage space addition on the east side of the building. The expansion would have been approximately 20' x 48', blended to match the style of the current building.

3. Open Storage Yard

There is approximately 20,000 square feet of open storage at the east end of the marina. This area is currently used for both short and long-term storage of fishing gear and surplus material supporting commercial fleet operations. The space is currently underutilized as the commercial fleet has greatly decreased over the years.

4. Web lockers

The marina currently has three webhouses, two in the eastern portion of the site and one in the site's industrial area. The two webhouses at the east end of the property are wood pole structures with open bays for gear storage. These sheds are becoming obsolete for commercial use and are also at a location where future commercial development will likely occur. The Port conducted a survey of weblocker customers. At the time of this study, only 65% of the existing weblockers are being used by commercial fishers or leaseholders. This translates to 40 weblockers out of the total 62. Some of these lockers are not filled with commercial gear, but are being used to store other things such as household items. With this in mind, the existing west end webhouse (Webhouse # 1) would be able to meet all the commercial fisher's needs in the future if some of the larger lockers were divided into smaller spaces. The land currently occupied by Webhouse #1 is also a potential expansion area for the shipyard. If the shipyard expansion is feasible at this location, a new web locker large enough to meet future commercial fishing gear storage needs could be built to the west or northwest of the current Webhouse1 site. Currently one of the weblockers in Webhouse # 2 serves as storage and shop space for harbor operations. With future plans to realign the webhouses, the Harbor Master's shop and storage space will either need to be relocated to the proposed new webhouse or planned as an addition to the Blaine Boating Center. Converting a portion of the northernmost east end webhouses to mini storage for pleasure boaters is a possible interim use, until this area is redeveloped.

5. Public Boat Launch

The public boat launch is located at the southeast corner of the marina. This is a popular facility for local sport fishermen and boaters. The launch provides parking for 62 boat trailers. The facility was constructed with IAC (Interagency Committee for Outdoor Recreation) funding support. Because of IAC funding requirements, the launch and parking will likely need to remain at this site.

6. Industrial and Boat Repair

This area at the western end of the harbor contains a variety of facilities, most of which support the commercial fishing and crabbing fleet. Specific uses include warehouse storage, repair shops, boatyard, seafood processing facilities, fuel tanks, and a crab shipping facility. In addition a furniture/appliance store occupies a portion of the site. Most structures in the industrial area are privately owned. Industrial area tenants include:

- Fuel dock and tank facilities
- Boat repair yard and shops, with marine railway
- Fish processing
- Crab processing
- Webhouse storage buildings (Port-owned)
- Furniture and appliance sales
- Miscellaneous storage and parking

7. Commercial/Retail Leased Space

The site contains three commercial/retail or office structures—the Dockside Place Mall a 30,000± square-foot mixed-use office/retail structure, the Pavilion Building, a small space converted from the former Visitors center to a retail shop space, and Phase 1 of the new Northern Light Building (6460± square feet). Tenants in this area include:

- Northern Light Newspaper (Northern Light Building)
- Blaine Harbor Dental
- Western Yacht Systems
- Jade West
- Diamond Yacht Sales
- The Magellan Group Ltd.
- Studio Two One Five

The new Northern Light Building is very much in keeping with the waterfront image. The Phase 1 building will continue to be home to the Northern Light Newspaper as well as various other commercial tenants. One custodial apartment is also included in the top level. The former Northern Light building located just west of Phase 1 is a small structure, not consistent with the waterfront image. The former Northern Light Building will likely stay until market conditions warrants the Phase 2 expansion of the new Northern Light Building in the near future. The floor area of the future phase 2 expansion is anticipated to be 8100 ±sq. ft.

The Pavilion Building is a relatively new, small structure located directly north of the Dockside Place Mall and is not consistent with the waterfront image. More could be done to the architectural style of the Pavilion Building to improve the appearance and match waterfront image.

8. Parking

There are 288 paved parking spaces for marina tenants and local business users. Most of this parking is located on the north side of the marina fronting Marine Drive. Since the installation of Gate 1 near the Dockside Place Mall, however, a conflict over parking has arisen between the boaters and Mall users. Gate 1 provides access to the largest number of slips in the harbor and the Dockside Mall is the largest commercial center at the harbor. While a surplus of parking stalls at Gate 2 and Gate 3 help alleviate some of the deficiency in parking at Gate 1, the current overall parking supply is still insufficient, per code, to serve the existing marina and upland user needs by 43 stalls. A secondary access point to the Gate 1 float from the south end near the boat launch would greatly alleviate this situation. Current City parking standards require .39 parking spaces per marina slip.

BLAINE PARKING INVENTORY						
		Parking Required Per Blaine Code				
Area	#of Slips	Marina Use	Existing Commercial Uses	Total Required	Supply	Difference
Gate 1	317	124	84	208	100	-108
Gate 2	199	78	0	78	128	50
Gate 3	113	45	0	45	60	15
Totals	629	247	84	331	288	-43

9. Boardwalk/Promenade

A wooden boardwalk runs along the waterfront from Gate 1 to the Dockside Mall. A promenade with pavers runs from the Dockside Mall along the north edge of the inner harbor to Gate 3. From this point, the path connects with a gravel trail to the City of Blaine's Marine Drive and Marine Drive Park. Future plans include replacing the wooden boardwalk with pavers and extending the boardwalk to the west along Marine drive to the West End Viewpoint, as well as, extending the promenade to the south from Gate 1.

10. Moorage/Marina

The marina's moorage basin contains three floats; two for recreational fleet moorage and one for commercial fleet moorage. The total number of existing marina slips is 629 with 516 being reserved for recreational use and 113 for commercial use.

A major expansion began in 1998 and was completed in 1999, dredging the east end of the boat basin to clear room for a third dock, accessed from Gate 1.

11. Fishermen's Memorial

The existing Fishermen's Memorial was built by local service organizations and private citizen contributions. The memorial commemorates local commercial fleet members who have lost their lives. The memorial—although well maintained and landscaped—is located in an area that may be more efficiently used for other activities. The memorial should not be relocated unless its sponsors feel the new site adequately represents their goals for the memorial.

12. Marine Park

Marine Park, a City-owned waterfront park, occupies most of the harbor area north of Marine Drive (approximately 25 acres). The park is a popular bird watching (natural area), open space, and view point for strolling and watching sunsets. A modern sewage/stormwater treatment plant is planned for the park, the exterior of which will serve as a visitor/interpretive center and bird watching facility. Although the park is not Port-owned, this plan is being conducted with City input and will make recommendations for future park uses and improvements that are a coordinated component of the total harbor plan.

13. Marine Drive, West Terminus and Harbor Entry

Marine Drive is the main circulation route in and through the marina. It is also the only entry (vehicular or pedestrian) to the harbor. The west end of Marine Drive terminates at a pier (Fisherman's Pier) extending into Drayton Harbor waterway and looks directly at Semiahmoo Spit and resort less than one-half mile away. Marine Drive separates the City's Marine Park property on the north and the Port's marina and commercial fleet fishing operations on the south. The first half of the three-quarter-mile-long street was reconstructed and improved. The remaining stretch is paved but is without curbs, gutters, sidewalks, lighting, or landscaping. Provisions for these enhancements are in included in the City of Blaine's plans with involvement, coordination and financial contribution from the Port.

The roadway was originally constructed as a pile-supported pier. Fill and rubble were placed around the pier as the site was created, and portions of the original pier are assumed to still exist under the roadway. The condition of any remaining structure under the roadway is unknown, but repairing the roadway may require removal of some support elements.

The street can be the harbor's most defining and useful feature. As the main circulation route for all harbor activities from the site entry to its west terminus, Marine Drive is used by every tenant and site visitor. It also frames the harbor's most impressive view of Semiahmoo Bay: the resort and its landmark buildings and water tower.

Blaine Waterfront Land Analysis

The primary purpose of this market study was to analyze the long-term demand and supply of land for water-related uses along the City of Blaine's shoreline and to evaluate the potential demand by water-enjoyment uses. The following summary briefly describes the findings of the report.

There is an expected demand of between 14.3 acres (low) and 16.0 acres (high) within the next 20 years and an expected supply of approximately 16.2 acres available for water-related uses. The land available meets the expected demand for the waterfront uses.

Copies of the complete Blaine Waterfront Land's are available upon request through the Port of Bellingham's Planning & Development Division.

Summary of Demand

Blaine has a strong stable base of waterfront commercial and industrial users and the opportunities for retaining and modestly expanding this base appear positive:

Recreational Vessels

The supply of marina space is not keeping pace with the demand for facilities in Puget Sound. The Port's plans for a new marina in Bellingham (at the ASB) will meet a portion of the demand for larger vessel moorage. In addition, there are potential expansions by Trillium at Semiahmoo and by the Lummi Tribe in Whatcom County. In our opinion, the long-term demand for moorage is strong enough to require all of these planned expansions. The Blaine Harbor has recently been expanded and is well utilized.

The Port is also considering construction of dry stack storage in Bellingham. However, the opportunities for stack storage are limited in Blaine. Ground storage is available at private operations (Blaine Marine Service).

Small Boats

Launches are required by boats that are trailered and launched to the water as well as by hand-launched boats. Growth of the small boat fleet has been very rapid in Whatcom County. Kayaks, canoes, row boats, small engineless sail boats and other hand-powered or low power small boats have grown at 6.4% per year during the past decade. Small powered boats (representing a portion of the trailerable boat market) grew at 1.4% per year during the period but have been relatively stagnant since the mid-1990s despite an increase in 2000/2001.

The existing boat ramp in Blaine meets the needs of trailered boats. Hand launch facilities are available at Blaine Harbor, Semiahmoo Park and Tidelands and Birch Bay Shoreline Properties, Tidelands & Conservancy Area. These facilities appear to meet the needs of hand launched boats in the Blaine area.

Boat Repair & Marine Services

Whatcom County has a strong cluster of firms providing boat repair services and retail products for recreational and commercial boats. Most of these firms are located in Bellingham but some are also located in Blaine. The existing space used by boat repair yards in Blaine is approximately 2.6 acres. Due to additional boat moorage and loss of repair facilities in other areas, boat repair could increase to 3.5 acres in the mid-term future (next 10 years).

Marine retail stores currently occupy approximately 1.4 acres of land in Blaine and could require 2.0 to 2.4 acres in the mid-term future (next 10 years).

Commercial Fisheries

Blaine's fish landings have generally declined in volumes but increased in value over the past five years. There are currently around 5 million pounds of fish products delivered in Blaine each year. In addition, a significant volume of fish arrives by truck. Overall, the fish resources used by the commercial fleet and fish processors appear stable or perhaps growing, although some species are in decline.

Fishing vessels in Blaine fall into two categories: those that are licensed in and primarily fish in Alaska, and those that primarily fish in the waters of Washington, Oregon and California. Regulatory procedures (such as individual fishing quotas) have lead to a decrease in the number of fishing boats. The end result has been a trend toward larger boats working several permits in different fisheries along the West Coast. The existing facilities for the commercial fishing fleet appear to be adequate to meet future needs.

Fish Processing Industry

Blaine has four fish and seafood processors located at Blaine Harbor. These firms engage in fresh and frozen processing of a variety of products, including groundfish, halibut, sardines, salmon, crab, shrimp, and tuna, among others. Discussions with industry sources suggest that the level of processing in Bellingham is stable and not expected to exhibit substantial growth or decline in the next ten years. Existing facilities on the waterfront generally meet the needs of the existing users. New facilities are being located at inland sites in Whatcom County.

The long-term demand (in the next 10 years) for water-related uses in Blaine is estimated to be approximately 7.0 acres (low) to 10.1 acres (high). This represents a slight increase in demand over the existing land utilization under the low forecast and an increase of approximately 1.9 acres under the high forecast.

Table – Demand for Waterfront Land by Water-Related Uses (Acres) Forecast

Waterfront Use	Existing	Low	High
Fishing & fish processing	5.4	5.0	5.4
Marina uplands/boat launch	4.7	4.7	4.7
Boat repair/storage	2.6	2.6	3.5
Marina retail/services	1.4	2.0	2.4
Subtotal	14.2	14.3	16.0
% Increase (over existing)		0.8%	12.4%

Source: BST Associates, Port of Bellingham

Summary of Supply of Industrial & Commercial Waterfront Land

There are approximately 22.5 acres of uplands at the Blaine Marina. At the present time, there are approximately 16.2 acres that are available for use by water-related uses, which is sufficient to meet the demand for water-related uses under both low and high growth scenarios. There are 6.3 acres available for use by non-water-related uses.

Table – Existing & Future Supply of Waterfront Uses in Blaine Harbor (Upland Acres)

Summary	Total	Available for Water Related	Available for Other Uses
East end	11.5	6.4	5.0
Central area	4.8	3.6	1.3
West end	6.2	6.2	-
Total	22.5	16.2	6.3

Note: excludes roads.
Source: Port of Bellingham

Implementation Plan

Task	Estimated Cost	Project Management Responsibility[1] Port	City	Joint	District Sub areas	Plan Priority[2]
Planning Areas 1: Gateway to Waterfront *While not located within the Wharf District, this planning area provides a critical transition between the Market and Wharf Districts. The Gateway includes that area just north from the intersection of Marine Drive and Peace Portal Way south including the proposed pedestrian bridge connecting downtown boardwalk with the Wharf District.*						
• **Marine Drive relocation/Entry sign and gateway** –The realignment of Marine Drive from the intersection of Peace Portal Way to the westerly side of the RR right of way.	See Circulation Overlay					
• ***Pedestrian bridge*** – Pedestrian access from downtown Blaine and the upper boardwalk over the RR tracks to Plover Park.	See Circulation Overlay					
Planning Area 2 – Plover Park (recreation and boat launch) *The Plover Park planning area is intended to provide public access to the water. This is accomplished with the enhancement of large wetland, the creation of a formal park, a public boat launch and access to a water taxi to Semiahmoo Spit*						
• **Boat launch Improvements** – Replace existing floats and piling.	$300,000	X			2	Early Action
• **Restroom upgrade**	$300,000	X			2	Mid Term
• **The Pintail Marsh** enhancement -Restores functioning wetland boundary between the Wharf District and RR right of way.	$750,000		X		2	Mid Term
• **Gate 4 parking lot** - constructed parking spaces at Plover Park would serve park, car top (non-trailer) carried small boat launch users and the marina.	$400,000	X			2	Mid Term
• **Plover Park**– construction of approximately 1/2 acre park between boat launching ramp and parking lot. Includes pocket beach for small boat launch.	$2,000,000	X			2	Mid Term
• **Gate 4 & Ramp Access** Provides improved access to east side of boat basin	$710,000	X			2	Long Term
• **Water Taxi Dock** – Provide a pick up point for the Semiahmoo water taxi service and located in Plover Park	See Circulation Overlay					

[1] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[2] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

Task	Estimated Cost	Project Management Responsibility[3] Port	City	Joint	District Sub Areas	Plan Priority[4]
Planning Area 3 – Mariner Village(mixed use) *The Wharf District Area west edge of the Gateway, west to the east edge of the Marina and south of the Water's Edge.*						
Harbor East • ***Upgrade Milhollin Avenue*** – Improvements to this two lane street will include cutter, sidewalk, landscaping, street lighting, street trees, and utilities.	$380,000	X			3[5]	Mid Term
• ***Web locker 2 & 3 Demolition***	$500,000	X			3	Mid Term
• ***East Harbor Promenade*** – From Gate 1 to proposed Gate 4; including potential Gate 1 modifications.	$930,000	X			3	Mid Term
Planning Area 4: Harbor Gateway (marina support) *The Wharf District Area west edge of the Gateway, west to the east edge of the Shipyard Industrial Park and south of the Water's Edge.*						
• ***Harbor Promenade enhancement replaces existing wood decking with pavers between Gates 1 & 2***	$800,000	X			4	Early Action
• ***Construction of New Guest Moorage @ west end of Marina – approximately 420 LF***	$810,000	X			4	Long Term

[3] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[4] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

[5] All Area 3 improvements to be undertaken only in conjunction with private development

Task	Estimated Cost	Project Management Responsibility[6]			District Sub Areas	Plan Priority[7]
		Port	City	Joint		
Planning Area 5: Waters Edge (public access) *The Water's Edge area includes the area north of Marine Drive from the intersection of Marine Drive and Peace Portal Way to the west side of Lighthouse Park then east along the Wharf to Fisherman's Pier.*						
5a-Marine Park • ***Whale Plaza deck upgrade*** – Replaces the deck area surrounding the killer whale display in Marine Park.	$25,000		X		5a	Mid Term
• ***Open Theater Improvements*** – raise outer area ground level, eliminate fence, install concrete bleachers inside, cut north wall,	$15,000		X		5a	Mid Term
• ***Replace 2 existing shelters with a multi-use bird shelters*** – Shelter to be designed in Salish longhouse style and measuring 12' x 16.'	$20,000		X		5a	Mid Term
5b-Parking/ Festival Activity Area • Construct a public multi purpose parking area in Marine Park to the east of the Lighthouse Point Water Reclamation Facility.	$38,000		X		5b	Mid Term
5c-Lighthouse Park • ***Lighthouse replica construction*** - Construction of an historic lighthouse replica near the proposed Lighthouse Point Water Reclamation Facility.	$400,000		X		5c	Early Action
• **Lighthouse Outdoor Commons** - plaza and water works between reclamation facility and Lighthouse replica.	$250,000		X		5c	Early Action
• ***Park landscape and recreational amenities:*** open up the park entry way, landscaping, grass, picnic table, and other amenities.	$75,000		X		5c	Mid Term
• ***Shoreline restoration:*** 340 feet of shoreline restored to a more natural condition, including the creation and/or enhancement of 3 pocket beaches.	$1,500,000		X		5c	Mid Term

[6] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[7] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

Task	Estimated Cost	Project Management Responsibility[8] Port	City	Joint	District Sub Areas	Plan Priority[9]
Planning Area 5: Waters Edge (Continued...) *The Water's Edge area includes the area north of Marine Drive from the intersection of Marine Drive and Peace Portal Way to the west side of Lighthouse Park then east along the Wharf to Fisherman's Pier.*						
5d-The Wharf ***Improvements to the Wharf are divided into two road/pedestrian improvement sections; the section from lighthouse Park to the Canneries, and; the most western section that section that extends into the water between the canneries and Fisherman's Pier. Improvements to the pier depend upon a decision to allow vehicular access onto the pier. Continued vehicular access will require substantial structural upgrades to the pier structure.***				X	5d	Long Term
• ***Marine Drive phase 3 – western section of Marine Drive improvements*** from Lighthouse Park to the canneries on the west side of Dakota Commons.	See Circulation Overlay					
• ***Alternative 1: Linear Park to Fisherman's Pier*** – Replaces 300' of the bulkheads, sheet piles and deck surface of the existing road from the canneries to Fisherman's Pier. Closes right of way at the west end of the Dakota Commons planning area. Converts the right of way into a linear pathway. Provides a 12 foot wide multipurpose path (pedestrian, bike, emergency vehicle traffic) to pier in conjunction with viewing amenities.	$2,550,000			X	5d	Long Term
• ***Alternative 2: Road Improvement & Fisherman's Pier upgrade-*** Replaces 300' of the bulkheads, sheet piles and deck surface of the existing road from the canneries to Fisherman's Pier. Keeps right of way open to 2 lane traffic with standard pedestrian side walk. Plus improves the pier for stormwater treatment systems and upgrades the structural integrity for continued vehicular access out onto the pier.	$5,200,000			X	5d	Long Term

[8] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[9] **"Early Action"** projects should start in the eighteen months 2008-2009.
"Mid Term Action" projects should start in the time frame 2010 to 2015
"Long Term Action" projects would start sometime after the year 2015

Task	Estimated Cost	Project Management Responsibility[10] Port	City	Joint	District Sub Areas	Plan Priority[11]
Planning Area 6: Shipyard Industrial Park (industrial) *The Wharf District Area west edge of the Marina to east edge of the Marina and south of the Water's Edge.*						
• *Demo of web locker #1*	$300,000	X			6	Mid Term
• *Marine Infrastructure R & M* - replacing 500 LF of bulkhead and repair 150 LF of riprap @ saw tooth dock and shipyard respectively. Also includes improvements to fueling facility.	$3,100,000	X			6	Mid Term
• *New Web locker Construction*	$2,750,000	X			6	Mid Term
Planning Area 7: Dakota Commons (commercial) *The Wharf District Area north of the Shipyard Industrial Park, east of the Wharf, west of the Marina and south of the Water's Edge.*						
• *Surface improvement of the industrial area parking lot*	$220,000	X			7	Mid Term
• *Redesign and improvements of the industrial area parking lot* - includes landscaping and pedestrian walkways to commercial areas.	$220,000	X			7	Mid Term

[10] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[11] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

Task	Estimated Cost	Project Management Responsibility[12] Port	City	Joint	District Sub Areas	Plan Priority[13]
Public Access and Circulation Overlay Element: *(roads, trails, foot ferry throughout the Wharf District)*						
• ***Pedestrian bridge*** – Pedestrian access from downtown Blaine and the upper boardwalk over the RR tracks to Plover Park.	$1,000,000		X		1	Mid Term
• **Marine Drive phase 2 - relocation/Entry sign and gateway** –The realignment of Marine Drive from the intersection of Peace Portal Way to the westerly side of the RR right of way. .	$900,000		X		1	Early Action
• ***Marine Drive phase 3 – western section of Marine Drive improvements*** from Lighthouse Park to the canneries on the west side of Dakota Commons.	1,800,000			X	5d	Mid Term
• ***Ferry*** – Relocation (**Water Taxi Dock** – Provide a pick up point for the Semiahmoo water taxi service and located in Plover Park)	$455,000		X		2	Long Term

[12] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[13] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

Task	Estimated Cost	Project Management Responsibility[14] Port	City	Joint	District Sub Areas	Plan Priority[15]
Public Access and Circulation Overlay Element: *(Continued....)*						
• ***Plover loop Interpretive Trail***– A two mile interpretive trail loop that provides knits the entire wharf district together. The trails include signage that addresses various historical, environmental and natural history features. The trail consists of the follow sections: • ***PA 2: Pintail Marsh, Length:*** *¼ mile,* ***Material:*** *Limestone* *Estimated cost: $10,000* • ***PA3: Harbor Promenade, Length:*** *1/8 mile,* ***Material :*** *Brick pavers* *Estimated cost: $930,000* • ***PA 4: Harbor Promenade Enhancement, Length:*** *1/8 mile,* ***Material :*** *Brick pavers* *Estimated cost: $800,000* • ***PA 5a :Marine Park trail section, Length:*** *¼ mile,* ***Material:*** *Limestone* *Estimated cost: $10,000* • ***PA 5b: Lighthouse trail section, Length:*** *¼ mile,* ***Material:*** *Limestone* *Estimated cost $10,000* • ***PA 5d: Wharf boardwalk section, Length:*** *¼ mile,* ***Material:*** *stamped concrete* *Estimated cost (see Planning Area 5a cost estimates)* • ***PA6:*** *none* • ***PA 7: East side of Dakota & south side of Marine Drive - boardwalk section*** ***Length:*** *1/8 mile,* ***Material:*** *stamped concrete* *Estimated cost : $460,000*	$155,000		X		All	Mid Term
• ***Interpretive and directional signs*** *– Throughout the Wharf District there are estimated to be 25 signs costing, on average, $1,000 each.*	$25,000		X		All	Mid Term
• ***Benches*** *- 8 benches along Plover loop trail at $800 + installation costs*	$8,000		X		All	Mid Term
• ***Bird shelters*** *– 5 bird shelters along the shoreline of Semiahmoo Bay. Shelters to be designed in Salish longhouse style and measuring 12' x 16.'*	$75,000		X		5	Mid Term

[14] **X** denotes project manager for task not financial responsibility. PM responsibilities include; identifying partners, developing a work program, identifying potential funding sources, and overseeing project implementation

[15] "**Early Action**" projects should start in the eighteen months 2008-2009.
"**Mid Term Action**" projects should start in the time frame 2010 to 2015
"**Long Term Action**" projects would start sometime after the year 2015

Regulatory Environment

The Puget Sound region contains a complex set of local, state, and federal jurisdictions regulating waterfront construction and the permitting processes. Regulations are a significant part of a successful development or redevelopment project with in shorelines of Washington State. A summary of environmental regulations related to this plan are outlined as follows:

The State Environmental Policy Act - SEPA

The State Environmental Policy Act ("SEPA"), Chapter 43.21C RCW and related rules (WAC 197-11), requires that the Port undertake an environmental review of any action (for example, a construction project or the adoption of a formal development or land use plan). The purpose of SEPA is to fully and publicly disclose potential environmental impacts and to ensure that environmental impacts are fully considered by decision makers.

Projects proposed in the Blaine Wharf District Master Plan are subject to review and public comment under SEPA. Environmental review of all projects contemplated in this plan may require additional review or supplements to existing SEPA documents.

City of Blaine Shoreline Management Master Program

The State Shoreline Management Act (RCW 90.58 and related rules) manages appropriate uses and development of the shorelines of the state via state-monitored, locally administered permitting programs. Developments and uses proposed in waterfront areas, including associated upland areas within the shoreline jurisdiction (typically within 200 feet of the water), must be consistent with the local shoreline master program.

The development of upland facilities proposed in this plan is subject to the requirements of the City of Blaine Shoreline Master Program (SMP). The Blaine program describes plan elements and goals that include economic development, public access, recreation, circulation, shoreline uses, conservation, historic and cultural resources, and shoreline restoration. Blaine Harbor and adjacent upland areas are designated as part of the "Urban" shoreline environment designation in the Blaine SMP. Proposed uses described in the preferred redevelopment scheme are consistent with the goals and policies of the Blaine' SMP.

U.S. Army Corps of Engineers Section 10/404 Permits

The U.S. Army Corps of Engineers regulates construction in navigable waters under authority granted by the Rivers and Harbors Act of 1899 (Section 10), the Federal Water Pollution Control Act of 1972 (Section 404), the Clean Water Act of 1977, and numerous related rules. Section 10 regulates in-water work in navigable waterways. Section 404 regulates the discharge of dredged or fill material into waters of the United States, including wetlands.

Portions of any proposed boardwalk or pedestrian over water improvements described in this plan would require approval under the Corps of Engineers program. Construction of public access or any other structures across the wetland area along the eastern boundary of the project area could also require separate permitting approval under the Section 10/404 program.

Water Quality Certification (Section 401); Modification of Water Quality Criteria

A water quality certification is required for any applicant of a federal license or permit to conduct any activity (e.g. construction, pile driving) that could result in a discharge to state waters.

The proposed Gate 4 ramp access, from the southeast, to lateral floats A-G (i.e. pile driving for supports, in-water construction elements) would require water quality certification and water quality modification approvals.

Hydraulic Project Approval

A Hydraulic Project Approval, or HPA, (RCW 75.20.100; WAC 220-110) is required by the state Department of Fish and Wildlife for any construction activities below the ordinary high water mark. Any form of work that uses, diverts, obstructs, or changes the natural flow or bed of any fresh or salt water of the state requires an HPA.

Construction of portions of the proposed boardwalk and pedestrian pathway improvements (i.e. pile driving, and/or associated in-water construction elements such as bank protection) would require a hydraulic project approval. Other possible project elements that could require an HPA are installation of outfalls for storm water drainage of upland structures and/or parking areas.

Storm Water Management and Planning

Under directives in the Puget Sound Water Quality Plan intended to minimize urban and non-point pollution, the State Department of Ecology developed the "Stormwater Program Guidance Manual for the Puget Sound Basin". The State guidance manual provides directives for local governments to incorporate storm water management requirements into and including, but not limited to, planning, new development construction and redevelopments within the Puget Sound basin. The manual was updated in 2001 and 2005 and is now referred to as the "Stormwater Management Manual for Western Washington." Cities and counties are required to incorporate best management practices, including detention and/or treatment, to prevent storm water pollution from projects under their jurisdiction.

Drayton Harbor Shellfish Protection District (DHSPD)

The Port and City are committed to supporting fecal coliform bacteria source control and water quality improvements so that Drayton Harbor shellfish growing areas can be reopened. Some of the objectives are:

1. To work with DHSPD to develop various approaches to improve the water quality in Drayton Harbor, such as through public education outreach and storm water management.
2. To assist the DHSPD in the identification of fecal pollution sources to Drayton Harbor shellfish growing areas, and
3. To assist the DHSPD in tracking water quality changes in Drayton Harbor and Blaine Harbor resulting from source control activities.