



STAFF REPORT TO PLANNING COMMISSION

MEETING DATE: January 24, 2019

SUBJECT: **Walsh Marine Shoreline Substantial Development**

PROPONENT: Port of Bellingham

APPLICATION TYPE(S): Shoreline Substantial Development Permit

FILE NUMBER(S): 2018078

REQUEST: To approve the construction of a new maritime industrial building that is approximately 3,800 square feet in floor area and located in the Shipyard Industrial Park area of Blaine Harbor. This 2 story building will serve Walsh Marine, a water dependent business that currently operates on site and will ultimately replace their current trailer.

LOCATION: 218 McMillan Drive, Blaine, WA 98230

SUBMITTED BY: Community Development Services

PREPARED BY: Alex Wenger, Acting Community Development Director

AGENDA LOCATION:

☒ Public Hearing ☐ New Business ☐ Unfinished Business

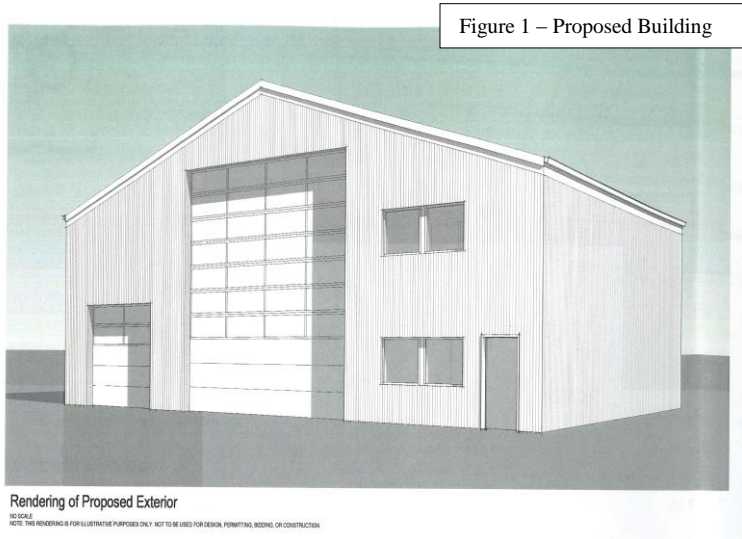
ATTACHMENTS:

- A. Application
- B. Site Plan and Elevation Drawings
- C. Commercial Design Approval Letter
- D. LID Infeasibility Memo

NOTE: The materials that constitute the official record are on file with the Community Development Services Department and may be reviewed upon request.

SUMMARY

The Port of Bellingham is proposing to build a new approximate 2,400 square foot building to improve the facilities at Walsh Marine, located at 218 McMillan Drive. The interior floor area on the two story building will be approximately 3,800 square feet with large vehicle access doors.



The subject property is located in the Central Business Wharf District and development within this area is subject to the Wharf District Master Plan. Walsh Marine is located within Planning Area 6 – Shipyard Industrial Park of the Wharf District Master Plan.

The request to the Planning Commission is to approval a Shoreline Substantial Development Permit application as required by the Central Business Wharf District and the City of Blaine Shoreline Management Master Plan (1996).



PROCEDURAL INFORMATION

The Shoreline Management Master Plan (SMP) designates the Planning Commission as the final authority for granting substantial development permits. The City's Shoreline Administrator provides a recommendation on the policies and regulations of the SMP. Once action is taken by the City, a Notice of Decision is filed with the Washington State Department of Ecology (and any parties of record). There is a 21-day appeal period and then construction can start.

A 30-day public notice period is required which must be provided by at least one of the following methods:

1. Mailing the notice to property owners within at least 300 feet of the boundary of the subject property;
2. Posting the notice in a conspicuous manner on the property;
3. Any manner deemed appropriate by the City to accomplish the objectives of reasonable notice to adjacent landowners and the public.

City's Shoreline Administrator has confirmed that the required public notice has been completed. Supplemental notice has been provided on the City's notice board, web site and the Northern Light and Bellingham Herald newspapers.

The Planning Commission should review the relevant goals, policies and regulations of the Shoreline Management Master Program and Blaine Municipal Code. If the application is consistent with these standards, then the Commission should make a final decision to approve the application. The Commission can condition the approval to ensure consistency with City standards and the City's SMP. The Commission can also deny the application based on reasonable findings the application cannot be determined consistent with the City's SMP or the Municipal Code.

ANALYSIS

Shoreline Management Master Program Review

The SMP includes general purpose and intent statements, General Elements in the form of goals, Use Regulations by Environment for different geographic areas, and specific policies and regulations for different types of land uses. Section 5 of the SMP states these land use "activities can occur on shorelines of the state. Policy statements have been developed for these various activities in order to ensure the proper use of the shoreline.

The following SMP General Elements apply to the entire City shoreline area. They provide board overarching goal statements related to managing the shoreline.

SMP General Elements

The SMP has eight general uses elements which can be found in Section 2.2 of the SMP. The title of each element with the associated goal is listed as follows:

1. Economic Development
Goal: Assure that the economic resources within the City of Blaine are used to the fullest extent without damage to the natural shoreline environment.
2. Public Access

Goal: Acquire and maintain adequate visual and physical access to shorelines of the City of Blaine. Assure that public access meets the demand of the residents of Blaine and a reasonable number of visitors to Blaine.

3. Recreation

Goal: Provide ample recreational opportunities that are compatible with the shoreline environment for the residents of the City of Blaine and its visitors.

4. Circulation

Goal: Develop a convenient and diversified circulation system to move people and products efficiently. Assure that the circulation system does not disrupt the natural shoreline environment.

5. Shoreline Use

Goal: Assure that shoreline development is limited to those activities having a minimal adverse effect on the shoreline development.

6. Conservation

Goal: Assure protection of those non-renewable resources within the confines of the City of Blaine and make provisions for the use of the renewable resources.

7. Historical/Cultural

Goal: Preserve, protect and restore shoreline areas having historical or cultural significance.

8. Restoration

Goal: Restoration of severely blighted shorelines should be encouraged.

The project advances many of the goals by providing improved maritime facilities which encourages economic development. The project also includes storm water system and property improvements. Staff did not identify any conflicts with these goal statements and recommends the application is consistent with SMP General Elements.

Use Regulations by Environment

The City's shoreline is divided into five different geographic areas under the SMP. These are called Use Regulations by Environment. The Project is located in the Urban Environment. The following definition is provided in the SMP in Section 3.1:

The Urban Environment is an area of high-intensity land use including residential, commercial and industrial development. This environment does not necessarily include all shorelines within an incorporated city. It is limited to areas presently subjected to intensive use and to areas which will be necessary for future urban uses which would require a marine location, (marine dependent or marine related) or other commercial development which provides public access.

Allowing the improvements to the Walsh Marine facility is consistent with the definition statement for the Urban Environment. The project is appropriate for the high-intensity environment and similar to the facilities within the vicinity. Due to these reasons staff recommends that the proposal is generally consistent with the Urban Environment Designation statement.

Use Policies and Standards

The Walsh Marine proposal is considered a Port and Water-Related Industry and the SMP includes specific policies and use regulations under Section 5.17. The SMP states these land use “activities can occur on shorelines of the state. Policy statements have been developed for these various activities in order to ensure the proper use of the shoreline.”

Port and Water-Related Industry is described in the SMP as follows:

Ports are centers for waterborne traffic and, as such, have become gravitational points for industrial/manufacturing firms. The Master Program differentiates between those industrial activities which actually need a shoreline location and those industrial activities which do not. Ports and water-related industries have a great impact on shoreline areas and their locations and size should be carefully regulated.

The following policies are provided for Port and Water-Related Industries. Staff comments are provided.

Policies:

- 1) *Give shoreline priority to those industries that require frontage on water which is navigable at low tide.*

Staff comment: Walsh Marine is a water dependent use that requires water which is navigable at low tide. The application is consistent with this policy.

- 2) *Encourage cooperative use of parking and storage facilities by water-related industry.*

Staff comment: There is a shared parking lot near the end of Marine Drive in Sub Area 7. There is no inherent conflict with this policy and the Walsh Marine proposal.

- 3) *Any expansion for water-related industry should occur north of the U.S. Army Corps breakwater and outside of Drayton Harbor.*

Staff comment: Policy 3 is not applicable.

- 4) *When possible, water-related industries should not interfere with public visual and physical access to the shoreline.*

Staff comment: Public access is discouraged in this industrial area. Public access is provided in designated areas as identified in the Wharf District Master Plan.

- 5) *Encourage the Port of Bellingham and the City of Blaine to extend leases only to those commercial and industrial uses which are marine-oriented, with the exception of restaurants.*

Staff comment: Walsh Marine is a marine-oriented industry. Policy 5 is satisfied.

- 6) *Height of buildings and structures shall be limited to that height necessary to perform the primary function.*

Staff comment: The proposed building will be less than 30 feet in height and does not exceed the maximum for zoning.

The following Use Regulations are provided for Port and Water-Related Industry. Staff comments are provided:

Use Regulations:

1. *Water-related industry is restricted to areas where water-related industries already exist.*

Staff comment: The application meets this Use Regulation.

2. *Associated parking on the shoreline is a conditional use and shall include provisions for pedestrian and non-motorized vehicular circulation along the shoreline.*

Staff comment: Parking for Walsh Marine already exists elsewhere on the site. The proposal does not include any new parking. As such, the application meets this Use Regulation.

3. *At the port area, shoreline location along water navigable at low tide shall be limited to those industries or commercial uses requiring such frontage.*

Staff Comment: Walsh Marine requires water navigable at low tide and as such the application is consistent with this Use Regulation.

4. *Other shoreline locations in the port shall be limited to industries and commercial developments which are marine-related but not necessarily water-dependent. Such uses shall be required to allow public access to the shoreline, unless public safety would be endangered.*

Staff comment: The application for Walsh Marine is for a water-dependent use. Public access is discouraged for this industrial area due to safety reasons. Public access is provided elsewhere on Port property as identified in the Wharf District Master Plan. As such, the application is consistent with this Use Regulation.

SMP Review Conclusion

Staff recommends the proposal is consistent with the policies and requirements of the City's Shoreline Management Master Program.

Blaine Municipal Code

A review of the applicable Blaine Municipal Code (BMC) sections is provided below, including BMC 17.23, the Central Business (CB) Wharf Zoning District.

The CB Wharf Zoning District has the following purpose statement:

The wharf district is established in recognition of the unique and irreplaceable nature of the city's waterfront site. It is intended to provide for a mix of water-oriented commercial, industrial and recreational uses that support water-related activities that are compatible with shoreline public access and tourism activities. Direction and guidance for development in this district is provided by the wharf district master plan (a component of the Blaine comprehensive plan), approved by both the city of Blaine and the Port of Bellingham. The regulatory provisions of this chapter are intended to supplement the master plan.

Development applications in the CB – Wharf Zoning District must satisfy all of the following approval criteria, defined by BMC 17.23.040. Staff comments are provided.

- A. *A shorelines permit in the wharf district shall be approved subject to the administrative provisions of this title and the shoreline management program.*

Staff comment: Compliance with the SMP was discussed earlier in this report. Compliance with Title BMC 17.23.020 is discussed below.

- B. *A final permit decision by the city (Planning Commission) must include findings of compliance with the following documents:*

1. The Wharf District Master Plan;

Staff comment: The project is located within Area 6 of the Wharf District Master Plan. This area is called Shipyard Industrial Park, which is described as:

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...

The Wharf District Master Plan also includes the following statement under the Development Guidelines section.

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.

In summary, staff recommends the proposal is consistent with the allowed uses and vision of Wharf District Master.

2. The city of Blaine shoreline management plan;

Staff comment: Staff recommends the proposal is consistent with the SMP as discussed earlier in this report.

3. Design standards pursuant to Chapter 17.119 BMC.

Staff comment: The project has completed the Commercial Design Review required by BMC 17.119. Please see Attachment C.

BMC 17.23.020(C) states that development on Port owned property should include comments from the Port. Additional comments from the Port are not necessary considering they are the applicant and are requesting approval.

BMC 17.23.040(F) includes specific standards for Shipyard Industrial Park. Compliance with these standards is discussed as follows:

Design Standards.

- a. *Streetscape and Public Space Standards: Planning Area 6 is reserved for industrial uses. There are no formal streets and the general public should not be encouraged to enter the area. Consequently, the streetscape and public space standards are only marginally applicable. Where the public does have access, and where appropriate, they will be applied.*
- b. *Building Form Standard: Building form and design in this planning area will be driven by the functional requirements of industry. While the standards in Chapter 17.119 BMC must be considered, where the two are in conflict, industrial design requirements shall prevail.*
- c. *Architectural Standards: Building form and design in this planning area will be driven by the functional requirements of industry. Consequently, where these architectural standards conflict with industrial design requirements, the latter shall prevail.*
- d. *Landscape and Private Parking Standards: No landscaping required.*

Staff comment: The application complies with these design standards.

Building Setback Standards.

- a. *Setbacks from Marine Drive right-of-way: 10 feet.*
- b. *Setbacks from the Shoreline OHWM. Water-dependent buildings: zero feet.¹*

Land coverage standards: 100 percent.

Height standards: 40 feet. Higher building heights may be approved by the city council.²

Staff comment: The application complies with these design standards.

BMC 17.23.030(B) requires low impact design techniques for storm water achieve high-quality runoff. Staff has analyzed the potential for low impact design techniques and consulted with the project engineer and the mutual conclusion is that this site is not well suited to implement low impact design techniques for storm water. Please see Attachment D, a memo from Freeland & Associates, which states recommends this requirement be waived. Staff concurs and recommends a Finding of Fact which addresses this.

Staff has determined the proposal, as appropriate conditioned, meets or exceeds all of these standards of the Wharf Zoning District and the Wharf District Master Plan.

In conclusion, staff recommends the proposal satisfies the approval criteria and the Shoreline Management Master Program, the Wharf District Master Plan, and the Wharf Zoning District.

PUBLIC COMMENT

As of the drafting of this report, no public comments have been received.

¹ BMC 17.23.030(E)

² Criteria for increased heights are provided in BMC 17.23.040(F)5

FINDINGS OF FACT

1. The project is exempt for review under the State Environmental Policy Act.
2. Notice of the Project was properly provided on December 21, 2018 including posting a Notice of Application and Public Hearing. A supplemental notice was placed on the City's notice board, website and published in a local newspaper of general circulation.
3. The Planning Commission held a public hearing for the Project on January 24, 2019. The Planning Commission reviewed the goals, policies and approval criteria for a Shoreline Substantial Development application as listed in the in the City of Blaine Shoreline Management Master Program (1996).
4. The Walsh Marine site is not well suited to implement low impact design techniques for storm water based on the limited area between the building and the breakwater, the composition of the soil and the fact that moving a portion of the activity at Walsh Marine inside of a structure should improve water quality by reducing pollution generating impervious surfaces.
5. The Planning Commission reviewed the zoning standards of the Central Business Wharf Zoning District and determined that application consistent with the zoning standards and approval criteria.
6. The Planning Commission solicited and considered public input on the project prior to making a final decision on the Shoreline Substantial Development Permit application.

RECOMMENDATION

Staff recommends approval of the proposal and advises the Commission to consider a motion to conditionally approve the Shoreline Substantial Development (2018078) permit based on findings of fact and subject to the conditions of approval contained on Pages 8 and 9 of the staff report.

CONDITIONS OF APPROVAL

1. The building permit application shall be determined consistent with the Commercial Design approval dated January 17, 2019.
2. No construction shall begin until 21 days after the formal action by the Washington State Department of Ecology. At the termination of the 21-day appeal period, unless an appeal has been filed, the Administrator shall notify the applicant that construction pursuant to the permit may commence.
3. Construction or substantial progress toward construction must be undertaken within two years after the approval of the substantial development permit pursuant to the City of Blaine Shoreline Management Master Program. Project construction for all work within the shoreline jurisdiction shall be completed within five years from the date of Planning Commission approval. Extensions may be granted pursuant to the City of Blaine Shoreline Management Master Program.

Submitted by:

Signed

Alex Wenger, AICP
Shoreline Administrator

January 18, 2019



CITY OF BLAINE

COMMUNITY DEVELOPMENT SERVICES

435 MARTIN ST., STE 3000 • BLAINE, WA • 98230
 PHONE: (360) 332-8311 • FAX: (360) 543-9976
 www.cityofblaine.com

Shorelines Substantial Development Permit (SSDP) Application

Master Land Use Invoice required with submittal

FOR OFFICE USE ONLY

Application # Port of Bellingham - Blaine

OCT 01 2018

AB

STAMP IN DATE

Project Name: Port of Bellingham - Blaine Harbor Walsh Marine **Construction Value:** \$257,925

Owner Information

Name: Port of Bellingham Address: PO Box 1677 City: Bellingham State: WA Zip: 98225
 Phone: 360.676.2500 Email: jong@portofbellingham.com (Agent information on Master Land Use Invoice)

Project Location

Address and indentification of the section township and range to the nearest quarter, quarter section:
 OR

Latitude and longitude to the nearest minute: Situate in a portion of the NE 1/4 of Section 1, Township 40 north, range 1 west, W.M., city of Blaine, Whatcom County, Washington

Adjacent water body(s): Drayton Harbor

General description of the proposed project that includes the proposed use or uses and the activities necessary to accomplish the project: The proposed 2,395 SF footprint maritime industrial facility includes a 10' buffer of gravel surface around the building. The project will require minor cut and fill of existing soils for the construction of the 42' x 58' building that will be approximately 29' tall.

General description of the property as it now exists including its physical characteristics and improvements and structures: The project site is located in the planning area 6 entitled "Shipyard Industrial Park" as identified in the 2007 Blaine Wharf District Master Plan. The current Port owned property sits amongst an eclectic mix of industrial buildings serving a variety of water-dependent businesses. The proposed site sits adjacent to a wooden pier and the grade is a mix of concrete and gravel.

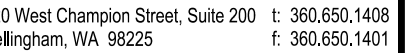
General description of the vicinity of the proposed project including identification of the adjacent uses, structures and improvements, intensity of development and physical characteristics:

The Port-owned property is bound by Marine Drive on the north and the marina to the south. The soon-to-be-demolished Web House 1 & covered dry dock area sit directly north of the site, while the dry dock ramp sits directly to the east. Several water-dependent businesses neighbor the site to the west. The site and vicinity have minor slope, but are predominantly flat consisting of a mixture of asphalt, concrete and gravel.

A site development plan consisting of maps and elevation drawings, drawn to an appropriate scale to depict clearly all required information, photographs and text which shall include:

- ☒ (a) The boundary of the parcel(s) of land upon which the development is proposed.
- ☒ (b) The ordinary high water mark of all water bodies located adjacent to or within the boundary of the project. Where the ordinary high water mark is neither adjacent to or within the boundary of the project, the plan shall indicate the distance and direction to the nearest ordinary high water mark of a shoreline.
- ☒ (c) Existing and proposed land contours.
- ☒ (d) A delineation of all wetland areas.
- ☒ (e) A general indication of the character of vegetation found on the site.
- ☒ (f) The dimensions and locations of all existing and proposed structures and improvements including but not limited to; buildings, paved or graveled areas, roads, utilities, septic tanks and drainfields, material stockpiles or surcharge, and stormwater management facilities.
- ☒ (g) A preliminary landscaping plan for the project.
- ☒ (h) A mitigation plan for areas on or off the site to compensate for impacts associated with the proposed project.
- ☒ (i) Quantity, source and composition of any fill material that is placed on the site whether temporary or permanent.
- ☒ (j) Quantity, composition and destination of any excavated or dredged material.
- ☒ (k) A vicinity map showing the relationship of the property and proposed development or use to roads, utilities, existing developments and uses on adjacent properties.
- ☐ (l) Where applicable, as determined by the Director, a depiction of the impacts to views from existing residential uses and public areas.

Any other information determined necessary by the Director to complete the review process.



REELAND
ASSOCIATES

[illegible]

PORT OF BELLINGHAM
1801 ROEDER AVENUE

FOR BURIED UTILITY LOCATIONS
1-800-424-5555

1811 WALSH MARINE SD

G #:	DRAWN BY:
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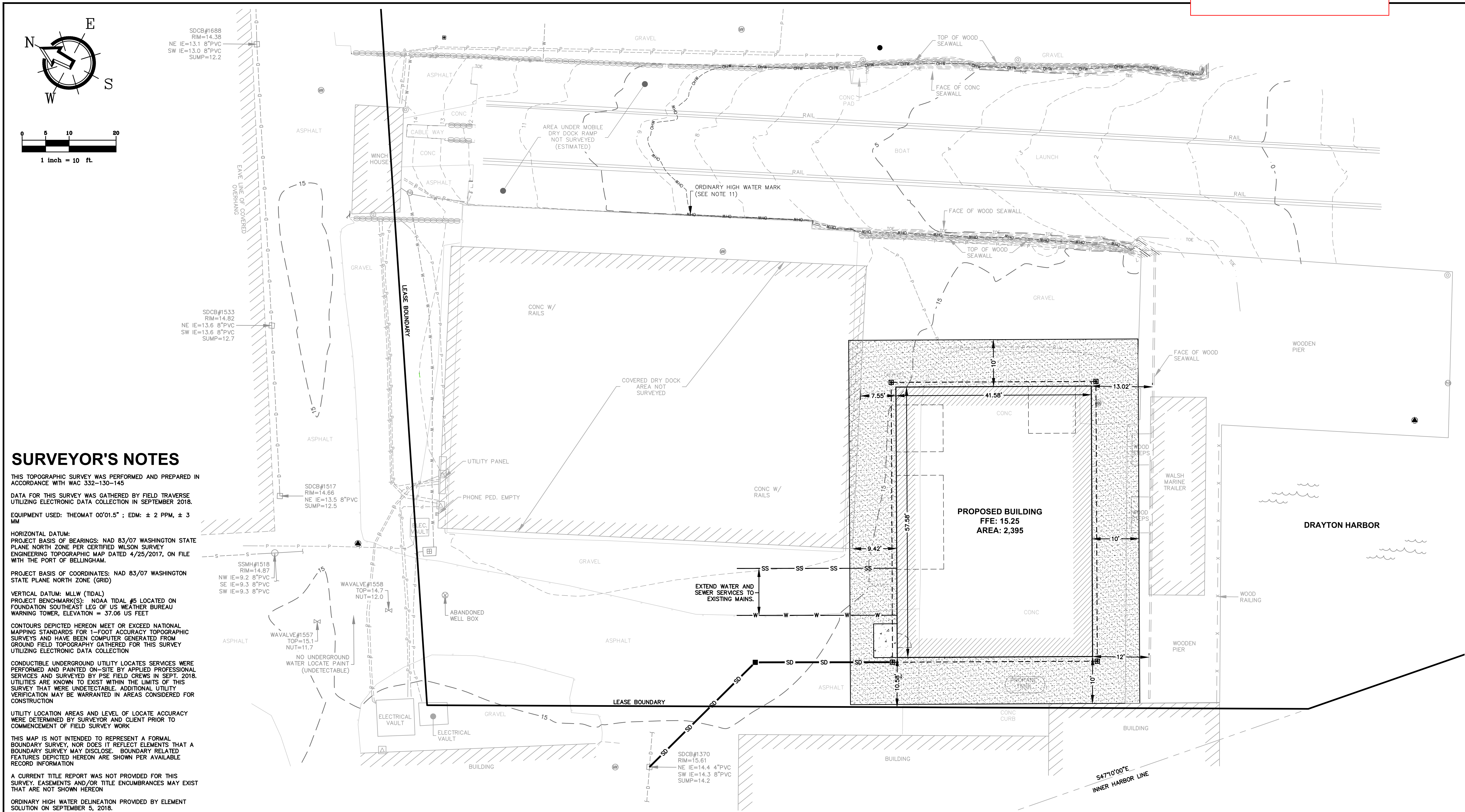
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PRELIMINARY SITE PLAN

PRELIMINARY

DB #: 18199	DATE: 9-28-2018
SCALE: HORIZ: 1"=10' VERT: N/A	SHEET: SP1



LEASE AREA DESCRIPTION

A PARCEL OF LAND LOCATED IN LOT 42 OF BLAINE TIDELANDS OF THE CITY OF BLAINE, WHATCOM COUNTY, WASHINGTON CONTAINING 1.464 ACRES AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A MONUMENT WHICH IS AT THE INTERSECTION OF THE CENTERLINE OF MARINE DRIVE WITH THE STATE INNER HARBOR LINE; THENCE NORTH 58° 13' 57" EAST ALONG THE CENTERLINE OF MARINE DRIVE FOR A DISTANCE OF 29.05 FEET TO THE CENTERLINE OF SIGURDSON AVENUE; THENCE SOUTH 31° 46' 03" EAST ALONG THE CENTERLINE OF SIGURDSON AVENUE FOR A DISTANCE OF 420.00 FEET TO THE CENTERLINE OF BIGB STREET; THENCE NORTH 58° 13' 57" EAST ALONG THE CENTERLINE OF BIGB STREET TO SAID BERG STREET; THENCE SOUTH 58° 13' 57" EAST ALONG THE CENTERLINE OF SAID BERG STREET FOR A DISTANCE OF 17.54 FEET TO THE TRUE POINT OF BEGINNING ON THE SOUTHERLY LINE OF BERG STREET; THENCE NORTH 58° 13' 57" EAST ALONG THE SOUTHERLY LINE OF SAID BERG STREET FOR A DISTANCE OF 231.32 FEET TO A POINT; THENCE SOUTH 31° 46' 03" EAST FOR A DISTANCE OF 188.05 FEET TO A POINT; THENCE SOUTH WITH 63° 28' 31" WEST FOR A DISTANCE OF 33.00 FEET TO A POINT; THENCE SOUTHERLY WITH 63° 28' 31" EAST FOR A DISTANCE OF 100.00 FEET TO A POINT; THENCE SOUTH 63° 28' 31" WEST FOR A DISTANCE OF 80.00 FEET TO A POINT; THENCE SOUTH 26° 31' 29" EAST FOR A DISTANCE OF 26.00 FEET TO A POINT; THENCE SOUTH 63° 28' 31" WEST FOR A DISTANCE OF 92.04 FEET TO AN INTERSECTION WITH THE STATE INNER HARBOR LINE; THENCE NORTH 47° 10' 00" WEST ALONG SAID STATE INNER HARBOR LINE FOR A DISTANCE OF 108.55 FEET TO A POINT; THENCE NORTH 27° 43' 58" WEST FOR A DISTANCE OF 187.55 FEET TO THE TRUE POINT OF BEGINNING.

VICINITY MAP



CONTACT

ARCHITECT

RMC ARCHITECTS
1223 RAILROAD AVENUE,
BELLINGHAM, WASHINGTON 98225
(360) 676-7733

OWNER

PORT OF BELLINGHAM
1801 ROEDER AVENUE
BELLINGHAM, WASHINGTON 98225
(360) 676-2500

SURVEYOR

PACIFIC SURVEY AND ENGINEERING
909 SQUALICUM PARKWAY
BELLINGHAM, WASHINGTON 98225
(360) 671-7387

CIVIL ENGINEER

FREELAND & ASSOCIATES, INC.
JEAN-PAUL SLAGLE, PE
220 W. CHAMPION STREET
SUITE 200
BELLINGHAM, WA 98225
(360) 650-1408
jslagle@freelandengineering.com

PROJECT SUMMARY

LEGAL DESCRIPTION:

SITUATE IN A PORTION OF THE NE 1/4 OF SECTION 1,
TOWNSHIP 40 NORTH, RANGE 1 WEST, W.M., CITY OF
BLAINE, WHATCOM COUNTY, WASHINGTON

ASSESSOR'S PARCEL NUMBER:

405101 360530 000

SITE ADDRESS:

218 MCMILLAN AVENUE,
BLAINE WASHINGTON 98230

CITY OF BLAINE ZONING:

CENTRAL BUSINESS WHARF





























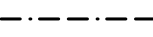

SITE AREA:

WALSH MARINE LEASE AREA:

CUT/FILL:

CUT = 123 CUBIC YARDS
FILL = 177 CUBIC YARDS

LEGEND

- | | | | |
|---|--|---|--|
|  | = FOUND PK NAIL AND TAG/SHINER |  | = EXISTING UNDERGROUND POWER |
|  | = SET 1/2" REBAR W/ PLASTIC CAP |  | = EXISTING STONE WALL |
|  | = EXPOSED STORM DRAIN CATCH BASIN (TYPE I) |  | = EXISTING TOP OF BANK |
|  | = PROPOSED STORM DRAIN CLEANOUT |  | = EXISTING TOE OF BANK |
|  | = PROPOSED STORM DRAIN CATCH BASIN |  | = EXISTING WATER LINE |
|  | = EXISTING SANITARY SEWER MANHOLE |  | = PROPOSED WATER LINE |
|  | = EXISTING HOSE BIB |  | = EXISTING SANITARY SEWER LINE |
|  | = EXISTING WATER METER BOX |  | = PROPOSED SANITARY SEWER LINE |
|  | = EXISTING MONITORING WELL |  | = EXISTING STORM DRAIN LINE |
|  | = EXISTING WATER VALVE |  | = PROPOSED STORM DRAIN LINE (SOLID WALL) |
|  | = EXISTING AIR HOSE CONNECT |  | |
| | |  | = PROPOSED FOUNDATION DRAIN |
| | |  | = EXISTING CONTOUR (INDEX) |
| | |  | = EXISTING CONTOUR (NORMAL) |
| | |  | = PROPOSED CONTOUR (INDEX) |
| | |  | = PROPOSED CONTOUR (NORMAL) |
| | |  | = EXISTING ORDINARY HIGH WATER LINE |
| | |  | = PROPOSED CONCRETE |
| | |  | = PROPOSED GRAVEL SURFACING |



CITY OF BLAINE

COMMUNITY DEVELOPMENT SERVICES DEPARTMENT

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PHONE: (360) 332-8311 • FAX: (360) 543-9978 • WEBSITE: www.cityofblaine.com

Notice of Commercial Design Approval

January 17, 2019

Project: Walsh Marine

Address: 218 McMillan Drive, Blaine, Washington

Design Review Criteria: BMC 17.120 Commercial Design Review

BMC 17.23 Wharf Zoning District

After a review of the exterior building elevations, submitted on October 1, 2018, the City has determined that the proposed building meets the requirements the requirements of the Wharf Zoning District Design Standards and is generally consistent with the approval criteria contained in BMC 17.119.040. The proposed building has also been determined consistent with the Guidelines for Blaine Harbor contained in the Blaine Design Guidelines and Sign Ordinance Supplement.

Next Steps:

- 1) Obtain approval of a Shoreline Substantial Development Permit.
- 2) Submit a building permit application package that is substantially similar to the approved elevation drawings submitted October 1, 2018.

Findings: This design departure is granted based on the following findings.

1. The project is located in the Shipyard Industrial Park, or Planning Area 6 of the Wharf District Master Plan. Building form and design in the Shipyard Industrial Park is be driven by the functional requirements of industry. Consequently, where architectural standards conflict with industrial design requirements, the latter shall prevail.

Lapse of approval:

Pursuant to BMC 17.120.070, this approval shall be valid for a period of one year. Extensions are regulated under the provisions of BMC 17.120.070.

Appeals:

This decision is final and appealable pursuant to BMC 17.120.080 and BMC 17.06.180.

Date of Issuance: January 17, 2019

Approved by:

Alex Wenger, AICP, Acting Community Development Director



Freeland and Associates, Inc.

Consulting Engineers

Technical Memorandum

Date: January 17, 2019 Project Engineer: Jean-Paul (J.P.) Slagle, P.E.
To: City of Blaine Project Name: Walsh Marine
Attn: Alex Wenger Project No: 18199
Subject: LID Infeasibility – Walsh Marine

Walsh Marine is proposing a new building located at 218 McMillan Avenue (TPN: 405101 360530), which is situated at the southeast end of McMillan Avenue in Blaine, Washington. The subject property is leased from the Port of Bellingham to Walsh Marine Services, an established boat repair service company. Per the City of Blaine zoning designations, the site is zoned Central Business Wharf (CB-W). The site is within Shipyard Industrial Zone Area 6 per the Blaine Wharf District Master Plan, which is a joint land use agreement between the Port of Bellingham and City of Blaine. This technical memorandum has been prepared to discuss the requirements outlined Blaine Municipal Code 17.23.030 (B) as it relates to the proposed project. The code states:

B. Water Quality Standards. While each planning area will have different functions and development configurations, all development in the wharf district shall utilize low-impact design techniques and demonstrate that the result will be a storm water management design that will consistently achieve high-water quality runoff over extended periods of time.

According to the Department of Ecology, low-impact design is “a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.” The proposed Walsh Marine building is located approximately 12 feet from the sea wall and will be constructed over compacted gravel and dredged marine fill. Infiltration of stormwater will likely be infeasible due to the compacted soils and could be detrimental to the stability of the seawall. In addition, the site lacks suitable vegetated pathways to employ stormwater dispersion.

As the main component of this project is a building, source control of pollutants can be preferred to stormwater treatment strategies. This building will remove existing pollution generating surfaces and replace them with a non-pollution generating roof surface that will be coated with a Duranar fluoropolymer coil coating. This coating is chemically inert and provides resistance to environmental stresses, including acid rain and salt-spray corrosion. In addition, this project will relocate industrial activities inside of a structure, which will prevent rain water from entraining pollutants.

As stated above, this project will achieve the goals outlined in BMC 17.23.030 (B) by proving higher-water quality runoff over extended periods of time, especially when compared to existing conditions on the site. Therefore, we propose that Walsh Marine be permitted without the implementation of low-impact design techniques.

