

## Gary Tomsic

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From: calleenstra@prudentialkelstrup.com  
Sent: Monday, October 09, 2006 4:57 PM  
To: Gary Tomsic  
Subject: FW: airport expansion

----- Original Message -----

From: calleenstra@yahoo.com  
To: gtomsic@cityofblaine.com  
Subject: airport expansion  
Date: Mon, 9 Oct 2006 10:06:14 -0700 (PDT)

Honorable Mayor Meyers & Blaine City Council members:

I am a partner in approximately 8 acres near the east side of the existing airport. One of the reasons my partners and I invested in this property was its proximity to the airport and the long term benefits such a location can bring. Talk of closing the airport is extremely disconcerting, as I believe proximity to an airport has a very positive influence on property values.

We see many numbers produced by urban planners and architects (as apposed to economic analysts) that take quantum leaps of faith in what might happen in the future regarding potential retail and industrial development if the airport is closed, particularly optimistic prognostications are made on future retail development. Isn't it ironic that the site for which they predict such a bright future is adjacent to the International Market Center which currently has a huge vacancy and I don't think was even close to being 100% occupied. There are also plenty of industrial sites available today in Blaine at a reasonable cost that could serve the projected needs of industrial users; therefore, there is absolutely no necessity to take the draconian measure of closing a viable, operating airport which is a huge asset to the City of Blaine.

Sometimes the arbitrary and methodical projections of income and expenses doesn't tell the whole story. For example, how does one measure the economic benefit to area retailers resulting from general aviation aircraft flying from the San Juan Islands to Blaine to shop? There are 'nt many towns where one can fly in and walk to shopping! And wouldn't Homeland Security, the Border Patrol, emergency services, and corporate personell associated with growing businesses derive a great benefit from an expanded airport? We think the answer is a resounding YES! One can but wonder, would the hugely successful LTI Inc. become the pinnacle of the land, air and sea transportation business had they not been located on the Lynden Airport? And what about the many progressive corporations that have recently re-located to the Skagit Co. Airport? Would they have located in Skagit Co. at all if Skagit County couldn't offer this irreplaceable resource?

While matriculating at the UW School of Business, some years ago, we learned about measuring financial return and more particularly, the timing of those returns. BST Associates/Makers, make certain economic projections without discounting future cash benefits to present value dollars. This can lead to erroneous conclusions: especially when future projections of income resulting from industrial and retail development is based on possibilities versus probability. In this regard, when you vote for the expansion of the airport there is a high probability that the City of Blaine will enjoy an infusion of \$20 million dollars relatively soon after your affirmative decision is made. On the other hand, future retail and industrial development doesn't have the same probability of capital infusion and it will occur much further in the future! For example, makers' forecast \$10.4 annual income in 2025 under the closed airport alternative. The problem is, these are dollars payable nearly 20 years in the future. \$10,400,000. payable 20 years from now is worth only \$2,687,557.63 in present value dollars when discounted at 7% per year. What we are essentially saying is that while projections may show fewer total dollars in revenue, the fact that airport revenue occurs earlier and with greater certainty, offsets the alledged higher retail/industrial projections that occur much later and are much less certain.

Some contend that interest in general aviation is waning; and, I believe, it was Mr. Hill who suggested general aviation is off 80% from its halcyon days of the late seventies

and early eighties.

While it's true that general aviation sales slowed in the early 80's with very high interest rates, and later with liability issues that were subsequently resolved in favor of general aviation manufactures, the fact is, general aviation is very much alive and well today!

Just try to rent a hanger at the Bellingham Airport. In spite of the private construction of many new hangers in recent years, if you want a hanger today, you'll just have to get on the waiting list with everybody else. The Port and private developers just can't keep up with the growing demand. General aviation manufactures are reporting healthy sales, including Cirrus who 10 years ago was an unknown entity and now sells more of their advanced technology single engine aircraft in any given year than Cessna, the granddaddy of general aviation manufacturers. And now, we are at the dawning of a new era in general aviation with the recent introduction of the very light jets. These new aircraft are revolutionizing general aviation; like the Eclipse Jet, developed in part with support from entrepreneurs originally associated with Microsoft. This speedy jet will carry 6 people at 300 kts and can land on runways similar to the one proposed for Blaine. These jets will be available for \$1.5 million dollars; a fraction of what existing corporate jets cost, and they can be flown by a single pilot. The Eclipse was recently certified by the FAA. I had the opportunity to see this amazing aircraft fly on a demonstration flight a few weeks ago in Reno. It's a beautiful airplane, an outstanding performer, extremely docile and, it's whisper quiet. In fact, it is actually much quieter than a piston driven aircraft; it's something you have to hear to believe. The Eclipse Aircraft Company has non-refundable deposits and orders for 2500 aircraft. This large number of orders secured by hefty deposits is unprecedented in the history of general aviation production. Cessna, Honda, Adams Aircraft Co., Cirrus and others are currently feverishly working on certifying their own version of aircraft for the exploding very light jet market. I guess they didn't get the message interest in general aviation is waning. The facts show that 25-30% of all air traffic passengers travel by general aviation to over 19,000 general aviation airports nationwide, compared to only 487 airports that are served by the airlines, and approximately 2/3 of those general aviation flights are for business reasons. Clearly, general aviation is becoming more important to the business of a city, not less important. In Rutherford Co., Tennessee, they're developing a brand new airport business park! A business park that wouldn't have been built without the airport. In St. George, Utah, progressive citizens in concert with city officials are building a brand new \$107,000,000. airport to serve its expanding population and economic activity. And in Houston, the Houston executive airport is under construction with mostly private dollars to provide supporting infrastructure for future business development. One would imagine that a \$16 million grant would be like 'manna from heaven' in the eyes of these successful entrepreneurs.

Closer to home, Boundary Bay Airport to the north, has landed a \$100,000,000. helicopter plant. Think of the living wage jobs and their multiplier affect such a plant provides to the local economy.

Pitt Meadows and Abbotsford to the north, and Skagit to the south, are all expanding as well. What do they know that we don't? The fact that private investors, business leaders, and progressive municipalities elsewhere find airport expansion to be an economically viable enterprise worthy of vigorous pursuit, should provide a lesson for us all.

If we cut through the rhetoric and look at the facts, there can be no question that a modern airport such as the one proposed for the City of Blaine will serve as a huge economic engine for the community, both during construction and for many years after completion. The expanded airport will attract new businesses that will increase the communities tax base, businesses that perhaps would not locate here without the new airport. The alternative of closing the airport clearly appears to be a losing proposition.

Yes, you might get \$4 or \$5 million for selling the airport property, but if it costs nearly that much in litigation and buyout fees, as Mr. Sitkin suggests is possible, how does the community win on that one? Now we have no money and no airport and future development could be slowed by litigation that could take many years to resolve. Clearly, the prudent choice is to expand the airport and collect the \$16,000,000. available from government sources while we can. This way we can have both a modern new airport and new private development of surrounding commercial/industrial properties. Newly developed property with access to the airport will have higher assessed values and therefore greater tax base resulting in additional revenue for the city.

We must always remember, that the primary beneficiary of a general aviation airport is the general public, not the 35 pilots who hanger their aircraft there; that's why both the federal and state governments are so willing to fund them. The airport is a public use facility. The role of government is to provide services and create a positive environment for economic growth. Although a review of historical operating statements shows the Blaine Airport is profitable, direct profits from airport operations shouldn't be a pre-requisite to expansion. The \$16,000,000. FAA improvement grant will create many jobs and business opportunities for the City of Blaine, and your affirmative vote for the preservation and expansion of the airport will help achieve that worthy objective.

Thanks for listening!

Cal Leenstra

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All-new Yahoo! Mail - Fire up a more powerful email and get things done faster.

Coercion  
10/9/06

**Sheri Sanchez**

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**From:** John J Dill II [john@dill.cc]  
**Sent:** Monday, October 09, 2006 4:35 PM  
**To:** Sheri Sanchez  
**Subject:** Airport Issue

Airport Vote

I choose to locate my business in Blaine adjacent to the airport. My business involves exporting and importing, mostly from and to Canada. I am also involved in a communication company that transmits data to commercial trucks that cross the border. My wife and I have a cottage in Canada.

Within the next couple years I hope to own an airplane that I will hanger at the Blain airport.

I reviewed the "Airport Master Plan, July 2006". I also read the "Alternate Analysis for the Airport Property" and the Letter to the Editor, published in the Northern Light September 28 - October 4, 2006 issue, submitted by Dennis Hill.

During the past couple weeks I have spoken with commercial realestate brokers, a person from the Blaine city planning department, the Blaine city manager, and numerous business people in Blaine, including a banker.

It is my opinion, closing the airport and converting the land for industrial purposes, does not represent clear thinking. The coversion plan makes numerous assumptions that must be questioned. Also, the future of the Blaine Airport has never been placed before a team of visionaries. In the Airport Master Plan I do not see mention of sales and promotion for airport facilites or activities.

Is there currently market pressure for industrial building sites in Blaine? What company would want to locate a manufacturing facility in Blaine when much less expensive site are available just to the South of Blaine? The North Amerian manufacturing sector is shrinking. Is there land nearby that can provide the necessary sites for industrial purposes? Can the infrastructure of the City of Blaine support a manufacturing push? Does the Blaine culture align with a push for manufacturing? What might result if astute business visionary efforts can be focused on the future of the Blaine Airport?

There is much misinformation and disinformation regarding closing the Airport and so little effort put toward promoting the current Blaine Airport. As commercial traffic at the Bellingham Airport grows the Blaine Airport will become more valuable as the alternate for the private and training traffic. Opportunities for serving the growing Canadian eco-tourism and vacation travel for amphibian traffic will become aparent. There are numerous, very good ideas that can grow with the Airport. I am available to sit on the Blaine Vision Council.

Regards:  
John J Dill II  
360-961-1005  
Dill Companies  
Postal: PO Box 2869, Blaine WA. 98231  
Delivery: 1300 Boblett Street, Blaine, WA 98230

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# STORIES THAT HEAL

Featuring

**Allison Cox**

Storyteller and author Allison Cox combines her training and experiences as a therapist, social worker, domestic violence educator/ workshop facilitator and prevention specialist with her love of story telling.

Allison believes that stories can create a healing medium for domestic violence that connects across cultures and generations.

***Mockingbird and Wachekiya-Wiya***

Domestic Violence Awareness Month

Vigil

**October 5, 2006 6:00 to 7:00 pm**  
**Whatcom County Courthouse Council Chambers**

**Presentation of the Third Annual  
Domestic Violence  
Outstanding Achievement Award**



# Bellingham Whatcom County Tourism

## Expanded Month End Report September 2006

### VISITOR SERVICES

Visitor Traffic by Center	#
Cruise Terminal	608
Potter Street	2,088
Special Events	NA
Month Total	2,696
Year-to-Date	25,284

Correspondence	#
<b>Travel Packets Mailed</b>	
Website/email orders: 182	
Phone/mail/other leads: 181	
Best Buy leads: 77	
Reader response ads: 594	1,034
<b>E-Mail (direct response estimate):</b>	<b>40</b>
<b>Relocation Packets Mailed</b>	<b>176</b>
Month Total	1,250
Year-to-Date	11,836

Internet Unique Visitors	#
Month Total	40,271
Year-to-date	385,747

Media Requests	
Month Total	97
Year-to-Date	395
Publicity	
Month Total	12
Year-to-Date	116

**9-15:** Staffed information table at WWU Transitions event.

**9-11:** Provided information and tour of the Bureau for two delegates from sister city Tateyama.

The Gas Card Promotion came to a close with the final 122 cards distributed in Sept.

Budget Travel ad generated 385 leads, and AAA Journey 189 leads in Sept.

### MEMBERSHIPS ACTIVITIES

#### New Members

A Life Chiropractic Center

The Gallant Group, REMAX South, Gary Gallant

The Gallant Group, REMAX South, Denise Spreitzer



## CONVENTION SERVICES

### Industry Sales Calls

86 industry sales contacts (emails or phone calls) were made

### Conventions Served

Indian Housing  
NALS of Washington (the association of legal professionals)  
K-9 Convention

### Convention/Group Leads & Prospecting

(Below is a list of associations I am presently working with – some have already sent us their RFP's which I've sent on to appropriate facilities, some we're in the process of finding out what they need and how we can help them, some of them I've sent information to with the idea that we contact them in a month or two to follow up. These are considered active leads).

Washington Fish & Wildlife  
Washington State Nursing Association  
Washington Health Care Association  
Department of Natural Resources  
Ag forestry Leadership Program  
Washington Contract Loggers Association  
Washington Educational Research Association  
Washington State Association of School Psychologists  
Washington State Urban & Regional Information Systems  
Washington Finance Officers Association  
Washington State Association of County Engineers  
Washington State Self-Insurers Association  
Washington State Association of Counties  
National Science Teachers Association

### Individuals & Organizations Served (Weddings, Reunions, etc.)

US Fish & Wildlife  
Don Martin, Reunion  
World of Song

Lisa Lacy  
Local Amnesty Group  
Virginia Hoyt, Song For The Rivers  
Northwest Association of Twins  
Sun Fun Tours

## MARKETING/TOURISM DEVELOPMENT

President coordinated a **Bellingham Mt. Baker 2010 Olympics meeting**, covering transportation, marketing and state activities.

President spoke on tourism trends and issues for the **Whatcom Community College's new Travel and Tourism** class.

**Member Workshop:** Met with and confirmed speaker Tom O'Leary from Infacta. Sent email announcement to all members. Created and mailed flyer announcement to all members, past members and potentials. Confirmed location details. Wrote and distributed press release for event. To date, 38 attendees are registered.

**WWU Internship Fair:** Coordinated logistics and paperwork for Western's Community Connections Internship Fair.

**KMRE Radio Station:** Provided monthly calendar of events to American Museum of Radio and Electricity to develop an on-air weekly campaign of local events.

**Festivals & Events Brochure:** Created entry forms for the Jan-Aug 2007 edition.

**Roadtrip 06/07 Series:** Brochures compiled, designed and sent to printers for both couples and girlfriends versions. Will be in office by end of first week of Oct. Press release written and distributed to local and regional media. Press packets sent to regional (CA, OR, WA, BC) media. At least one press trip is confirmed.

**9-28: WA State**, Audrey from Visitor Guide Publications requested photo use for a WA state publication.

**9-28: Northwest Business Monthly**, Mark Vinson requested image of mobile info center to run with sent press release.

**9-28: Visitor Guide Publishing**, Audrey requested use of image in state promo flyer for family activities.

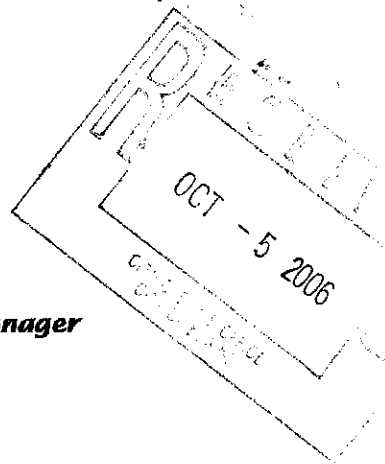
### **Media Pitches for Roadtrip Programs**

- Charity Doyl, Editor - Northwest Woman Magazine
- Marilyn Holstein, Mging Editor - Budget Travel
- Colleen Birch Maile, Editor - Sky West Magazine
- Kay Harwell Fernandez, freelance writer
- Liz Hammer, editor and Natasha Chilingirian, Asst. Editor - PDX Magazine
- Paula Schmitt & Alana Morales, co-hosts - Mom Writer's Talk Radio
- Leah Ingram, freelance writer
- Donna Boetig, freelance journalist
- Jeanne Muchnick - Scarsdale Magazine
- Emily Kaufman, The Travel Mom
- Kim Backer - Upscale Magazine
- Pat Maiti, editor - A Taste of NY TV Show
- Ken Mink, editor - Traveling Adventurer Magazine
- Sharon Boorstin, editor and Sonia Norville - Women & Wine Radio
- Mary Alice Downie, freelance writer
- Mary Ann Barton, freelance writer
- Elizabeth Kagan, freelance writer
- Wendy O'Dea, freelance
- Marco Turco, travel editor - Calagary Women Magazine and Diversions Magazine
- Peter Guttman, freelance writer
- Rich and Ruth Carlson, freelance writers
- Karen Misuraca, freelance writer
- Catalina Margulis, freelance writer
- Susan Whaley, travel & outdoors - The Idaho Statesman
- Pia Hansen, Features Editor - The Spokesman-Review
- Liz Bryson, Arts and Leisure - Daily Record
- Dori O'neal, Arts and Entertainment - Tri-City Herald
- John Taylor, Editor - Yakima Herald Republic
- Alasdair Stewart - Walla Walla Union Bulletin

- Alexis Bacharach - Moscow-Pullman Daily News
- Jeanne Cooper, Travel Editor - San Francisco Chronicle
- Christine Delsol, Dep. Travel Editor - San Francisco Chronicle
- Anne Cooke - L.A. Times - Travel Section
- Erin Caslavka - AAA Southern California
- Associated Press, Seattle Bureau
- Kathy Andrisevic - Seattle Times
- Kristin Jackson, travel writer - Seattle Times
- Brian Cantwell, NW Weekend editor - Seattle Times
- KOMO-TV, Ch. 4
- KING-5 TV
- KIRO TV, Ch. 7
- Northwest Backroads
- Evening Magazine
- Shannon O'Leary, Editor - Northwest Home + Garden
- Seattle Homes & Lifestyles
- Rachel Hart, Editor - Seattle Magazine
- Karen Matthee - Seattle Woman
- Carol Carini - Pacific Publishing Company
- Sue Peters, Visual Arts - Seattle Weekly
- Kerrie Turcic, Features Ed. - King County Journal
- Amy Rose, Lifestyle Editor -Bellevue Reporter/ Renton Reporter / Kent Reporter/ Redmond Reporter/ Bothell Reporter
- Lynn Porter, Lifestyle Editor - Mercer Island Reporter
- Kathleen Tussing - The Herald (Everett)
- Elaine Walker -Anacortes American
- Beverly Crichfield, Features Editor - Skagit Valley Herald
- Sue Kidd, Features/Travel Editor - The News Tribune
- Dusti Demarest, Living/Travel Editor - The Olympian
- Lisa Pemberton, Features Reporter - The Olympian
- Ann Robinson, editorial assistant - The Oregonian
- Destination NW
- Ted Katauskas, Managing Editor -Portland Monthly
- Travel Editor - Portland Tribune
- Travel Editor -Willamette Week
- Travel Editor - The Portland Mercury
- Elisa Williams, Features / Travel Editor - The Columbian
- Linda Bates, Travel Editor -Vancouver Sun
- Leslie Forsberg, editor -Alaska Airlines Magazine
- Michele Dill -Horizon Air Magazine

04 October 2006

**TO :** Gary Tomsic, *Blaine City Manager*  
Blaine City Council  
Blaine City Attorney  
Blaine City Hall  
FAX 332-8330



**RE :** Authorization for performance evaluation ?

We request authorization for a professional management firm to conduct an in-depth performance review, interviewing all employees (including former employees, if possible) of the planning and development office.

The purpose of such an evaluation would be to evaluate the management effectiveness of that office, over the period of 2004 to 2006, and determine what factors contributed to the make-up of that office's performance during this period.

The results of the evaluation will be made available to the City at no charge; we will pay all such costs.

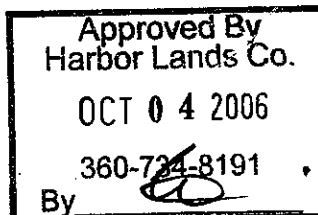
*Sincerely,*

  
Joel Douglas

**Harbor Lands Co.**  
P.O. Box 4082  
BELLINGHAM, WA 98227  
PHONE (360) 734-8191  
FAX (360) 647-9223

*Conveyance*

*SEND Certificate  
Deliver in person*



**Pac West Aviation**

1665 Boblett Street

Blaine, WA 98230

(360) 332-8719

Dear Mr. Mayor,

October 4, 2006

I would like to extend my thanks to you for your valued support towards retaining the integrity of our airport, and with our fingers crossed, and along with a prayer, the expansion and improvements available to the city from grants from FAA, WAsDOT and private funding will become a reality.

It has been a long and laborious battle fighting the lies and deception practices of a few in the city (some not even voters) whom have ulterior motives, but as the saying goes, "It Ain't Over Till The Fat Lady Sings". I am still actively emailing and talking with concerned aviation enthusiasts, local citizens and professional organizations around the country, soliciting help even at this late hour in our fight. I can only hope you have been successful in convincing just one other council member to see what a valued asset this airport is, and what it will become once it is given a chance to grow.

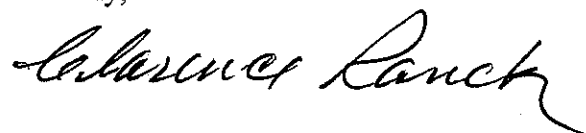
As one supporter wrote: "I also wonder why the real estate developers in question couldn't work with the city to develop an infrastructure that would support a Blaine Airport expansion". (this letter is included in your packet).

Let's concentrate our efforts where they will work best for us, the citizens of Blaine, let's build around the airport in the vacant land that is available, let's occupy the existing commercial buildings that are already for occupancy (Turn Key) and let the airport survive and thrive! We all can win. As Doug Fenton put it...."You can have your cake and eat it too"!

In all my years in Military, Commercial and General Aviation I have never been involved with having to help save an airport as the cities I've lived in supported their airport(s) and know the value which comes directly and indirectly to them. It's time for Blaine to wake up.... it's the 21<sup>st</sup> Century...Air Transportation is vital to our safety and essential to our survival.

Good Luck Monday night!

Sincerely,



**Pac West Aviation**

1665 Boblett Street  
Blaine, WA 98230  
(360) 332-8719

Dear Council Member,

October 4, 2006

Being the only airport related business located on the Blaine airport, I have devoted the past three years of my life building my business preparing for what I'd hoped was a viable entity, tax and revenue generating business for the city. The council approved the spending of funds to adopt an EIS by a citizen of Blaine.

After long, laborious hours of work with Government Officials, FAA and other agencies to be of great importance to the city and the considerate of receiving millions of dollars in gift!

*Sent to :  
All Council  
Members .*

eral and State  
und Blaine's Airport  
Network and  
rove it. "What a

Our Airport Commission and other city agencies have been working with the city council to come up with a plan, that was done, the city council approved it being sent to the FAA, and now for some reason has had second thoughts and ordered an Alternate Use Study costing thousands of taxpayer dollars, why? As our Mayor has said in a previous council session, "This is a Good Plan (MAEP)" If it is good why does the council hesitate to approve it? Is it because Dennis Hill trots into the picture last year with his lies and deceptive tactics, a man not even a Blaine voting citizen? I hope the citizens of Blaine are more intelligent than to listen to this, but.....

I have included in this packet information refuting Hills' statement in the Northern Light last week that plane sales have fallen by 80% since 1980. This info is from the General Aviation Manufacturers Association and of course reports just the opposite. Hill was correct when he said private pilot numbers fell since then...yes, in part because thousands went on to be commercial pilots which changes the numbers dramatically, and the economy had a lot to do with it. He also said we have since lost dozens of airports since 1980, well as long as we have the Dennis Hill's and money hungry Land Developers that will happen. Think now as to were we will be training our new pilots if we no longer have GA airports...SeaTac? I don't think so. Also included is an article from the Vancouver Sun re: Major expansions slated for Langley, Pitt Meadows, Boundary Bay and Abbotsford airports.

They (citizens of those cities concerned) know the value of their airports! Please follow suit and vote to keep and approve the expansion of our most valued asset.....OUR AIRPORT!

Sincerely,

*Laurence Ranch*

## **Martin Ranck**

---

**From:** "George Legge (Sakson & Taylor)" <a-glegge@microsoft.com>  
**To:** "Martin Ranck" <pacwestaviation@verizon.net>  
**Sent:** Wednesday, October 04, 2006 10:06 AM  
**Subject:** RE: Proposals to Consider Closing Blaine Municipal Airport

I'm going to send this out to your council. Let me know if you see anything amiss. Thanks

To Whom it May Concern;

As a former Birch Bay resident and frequent user of the Blaine airport, I was aghast at learning recently of proposals to close the airport in favor of land development. I believe such a move would be a mistake that, while producing short-term gain, could drastically impact both the city of Blaine and the country as a whole for several reasons:

- Blaine strategically placed to take advantage of a radical transformation coming to air travel; the Very Light Jet (VLJ).  
The VLJ is , in effect, an air taxi that will carry up to six passengers and specifically designed to service smaller communities such as Blaine. No less than five companies, including Honda, are producing VLJs ( See [http://en.wikipedia.org/wiki/Very\\_Light\\_Jet](http://en.wikipedia.org/wiki/Very_Light_Jet)). One such design was recently certified by the FAA and will enter service soon. The reasoning behind the VLJ is that larger cities such as Seattle, and increasingly Bellingham, can no longer support the growing number of business (and pleasure) travelers , or such cities ignore those travelers who live too far away. Closing Blaine airport will, in my belief, close the door to a tremendous opportunity for future growth for Blaine and its business community.
  
- The Blaine airport is strategically placed; literally within walking distance of the border. Yet the federal government has yet to take advantage of this, certainly from the point of offering customs services because, I believe, the airport does not yet have the capacity to service larger aircraft. If Blaine were to expand its airport it would be in a position to approach the federal government with a view to offering customs services. The resulting side-benefits if this were to occur are obvious. But there is another consideration: Civil Air Patrol, Border Patrol, and U.S.

10/4/2006

Customs aircraft routinely conduct border patrols along this key area. If Blaine airport disappears, what happens if there is an emergency and they need to land ? What happens if they need quick air access to the border? Do they go to one of the many General Aviation airports that dot the Canadian border: Langley, Boundary Bay, Abbotsford, Pitt Meadows, Chilliwack – not to mention Vancouver?

I find it hard to believe that a city that had the foresight to bring us Blaine Harbor, would do something as regressive as this! The Airport Master Plan is in place, and so is the money. I also wonder why the real estate developers in question couldn't work with the city to develop an infrastructure that would support a Blaine Airport expansion. For instance, hanger and related office space is at a premium all over the country: In the Seattle area, there is a 2 to 5-year waiting list. In Mesa, AZ, where I now reside, 10-years!

Thank you for your time and consideration.

George Legge  
1235 N. Sunnyvale  
MSH 113  
85205

10/4/2006



Page 1

**Business Announcement****General Aviation on the Rise****Classifieds****Place an Ad****Renew an Ad****Display Advertising****Advertising Info****Aviation Links****Aviation****Directories****The Press Room****Newsroom****Your Letters****New Products****Business****Announcements****Search****Columnists****Guy Baldwin****Larry W. Bledsoe****Peter M. Bowers****Meg Godlewski****Paul McBride****Tom Norton****Ben Sclair****Dave Sclair****Robyn Sclair****Charles Spence****Ben Visser****Bruce Williams****Janice Wood**

**Engine Questions?**  
**Ask Paul**

**Features****Q&A****Pilot Reports****Best of...****Out of the Blue****Accident Reports**

5/1/2004

WASHINGTON, DC - Today, the General Aviation Manufacturers Association (GAMA) announced that both billings and shipments of general aviation planes rose in the first quarter of 2004 compared to the same period last year. Billings were up 21.1 percent while shipments increased 9.7 percent. Significantly, the industry posted gains in three model segments—piston-engine, turboprops, and business jets.

"The recovery that began last year in the piston market is not only continuing to spread to the other model segments," said GAMA President & CEO Ed Bolen. "Bonus depreciation and a strong economy are clearly having a positive impact on general aviation. We need Congress to quickly extend bonus depreciation to ensure we keep this momentum going through the end of the year and into 2005."

In 2003, Congress accelerated the depreciation schedule for capital assets, including general aviation aircraft, purchased and placed in service before January 1, 2003. GAMA is working to extend the placed-in-service requirement for GA airplanes because of their long production times.

First quarter shipments of piston-powered airplanes manufactured worldwide increased 33 units in 2004, up from last year's 361. Turboprop shipments increased from 31 airplanes in the first quarter of 2003 to 32 this year. Business jets were up with first quarter shipments increasing 13.9 percent, from 101 units last year to 115 units this year.

**FIRST QUARTER SHIPMENTS OF AIRPLANES  
MANUFACTURED WORLDWIDE****2003 2004 CHANGE**

Pistons 361 394 +9.1%

Turboprops 31 32 +3.2%

Business Jets 101 115 +13.9%

Total Shipments 493 541 +9.7%

Total Billings \$1.97B \$2.38B +21.1%

GAMA is an international trade association headquartered in Washington, DC, representing over 50 of the world's leading manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed based operations, and pilot training and maintenance training facilities. For additional information, visit GAMA's website at [www.GAMA.aero](http://www.GAMA.aero).

<http://www.GAMA.aero>**General Aviation News - 800.426.8538****P.O. Box 39099**



## BUSINESS BC

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SATURDAY, SEPTEMBER 23, 2006

E-mail sunbusiness@p



IAN LINDSAY/VANCOUVER SUN

Boundary Bay Airport manager Sandra Stoddart-Hansen and Fred Kaiser, chairman of airport operator Alpha Aviation, are excited about \$90 million in capital improvements planned for the facility over the next few years.

## LITTLE AIRPORTS WITH BIG PLANS

WEEKEND  
EXTRA

**TRANSPORTATION** | Major expansions slated for Langley, Pitt Meadows, Boundary Bay and Abbotsford airports

BY BRUCE CONSTANTINEAU  
VANCOUVER SUN

Call them the little airports that could. While Vancouver International Airport pumps hundreds of millions of dollars into new state-of-the-art infrastructure, the Lower Mainland's smaller regional airports have ambitious growth plans of their own.

Langley, Pitt Meadows and Boundary Bay airports all plan major capital improvements to attract more aviation business and scheduled passenger services while Abbotsford International Airport has its own \$100-million-plus spending plans over the next 15 to 20 years.

Langley Regional Airport manager George Miller said the airport supports about 240 jobs now and expects that will double over the next 18 months. A \$15-million project to accommodate new airport

space for tenants such as helicopter companies and a community air cadet squadron youth centre should be completed by early 2008.

"The airport generated about \$69 million worth of business last year and when the new development is finished, that will increase to about \$111 million," Miller said in an interview.

The Langley-township-owned airport has one paved runway, one grass runway and three helicopter landing pads — two of which can handle the largest commercial helicopter around, the Sikorsky S-61. Miller said the airport will spend another \$900,000 to pave the grass runway and build a new grass airstrip in a few years.

WEEKEND EXTRA  
CONTINUES ON G6



STEVE BOSCH/VANCOUVER SUN  
Langley airport manager  
George Miller.

# AIRPORTS EYE COMMUTER MARKET

## WEEKEND EXTRA FROM G1

The airport handles about 85,000 takeoffs and landings a year and is home to about 350 airplanes. But Miller said helicopters are the airport's bread and butter, as more than half the 48 businesses there are helicopter companies.

"We'll always be a specialty airport for helicopters and we want to attract commercial [passenger] traffic here soon," he said. "I can't say much about it now, but it's coming up for discussion at [Langley Township] council on Monday."

Miller said a Langley-to-Vancouver Island passenger service makes sense but the airport runways are too small to handle conventional commercial airplanes. So helicopters or planes with short takeoff and landing capabilities are the most likely service providers.

He said he often collaborates with other Lower Mainland regional airport managers because the airports each have their own niche — general aviation and corporate jets at Boundary Bay, helicopters at Langley, large commercial carriers at Abbotsford and a "smattering of everything" at Pitt Meadows because of its convenient location.

Boundary Bay Airport manager Sandra Stoddart-Hansen said the busy Delta facility — a major hub for flight schools — will get about \$90 million in capital improvements over the next seven or eight years from governments, the private sector and airport operators.

CHC Helicopters will spend about \$30 million to open a new maintenance and overhaul facility at the airport by November 2007, a development that will transfer 200 jobs from Richmond and eventually employ about 400 people.

A project to extend one of the airport's two runways from 1,079 metres to more than 1,500 metres will be completed this fall while ongoing upgrades to power, sewage treatment, drainage and water supply are at various stages of development.

A new 48,000-square-foot maintenance hangar is nearing completion and the airport plans to open a new 40,000-square-foot terminal building by 2008, at a cost of \$6 million to \$9 million.

"We don't have scheduled passenger services now but we expect that to change after we get a new terminal building," Stoddart-Hansen said. "The existing terminal just doesn't have adequate baggage-handling or ticketing facilities."

She said some commercial operators have already expressed an interest in providing a regular service to Calgary and Vancouver Island.

Stoddart-Hansen said the airport wants to attract more private corporate jets and small regional carriers that will operate planes with eight to 12 passengers.

"Some people think Boeing 737s will suddenly appear in our airspace, but our runways just don't accommodate that kind of traffic," she said.

Boundary Bay Airport had about 188,000 aircraft movements last year, making it the fifth-busiest airport in Canada, and Stoddart-Hansen expects that number will increase to about 225,000 by 2010.

But the mix of flights is expected to change — with fewer training flights (as flight schools use more flight simulators), more corporate aircraft business, more helicopter traffic and some scheduled commercial flights.

The airport currently supports about 400 direct jobs but Stoddart-Hansen said more than 2,000 people could be employed there by 2010 — with potential new employers including model aircraft manufacturers, aircraft component designers, aviation industry insurers, courier companies, freight companies and a hotel-restaurant facility.

She said the 2010 Olympics will be a major catalyst for future growth at the airport as it will help showcase its ability to handle more corporate business.

"We expect to be an important player in serving the aviation needs for 2010 because we are so close to downtown Vancouver and the athletes' village and venues," Stoddart-Hansen said.

Pitt Meadows Regional Airport manager Bill Neale said the airport plans to open the first phase of a \$50-million light industrial park in 2009 and expects the facility will attract a myriad of aviation companies. It also wants to extend one of three runways from 1,400 metres to 1,800 metres by 2008, at a cost of about \$4.5 million.

Neale said recreational aviation has always been a big part of the air traffic at Pitt Meadows and always will be, but he also sees a chance to grab a share of the growing corporate aircraft and regional commuter markets.

"We plan to take up the slack between Vancouver and Abbotsford by zeroing in on commuter flights between the Lower Mainland and Vancouver Island, the Interior as far east as Calgary and south into Spokane, Seattle and Portland," he said.

Neale said the airport plans to go from handling no scheduled passengers now to more than 4,000 by the end of 2007.

He said airport officials are currently looking for a partner to develop large hangars on the north side of the airport to accommodate business jets while they are also talking to partners about building a \$10-million, 200,000-square-foot hangar-convention facility by 2008.

"We think things will really open up for us after the Golden Ears Bridge opens in 2009 because that will put us pretty much in the geographic and demographic centre of the Lower Mainland," Neale said.

Abbotsford International Airport officials predict the airport's annual passenger count will more than double from 353,000 last year to one million by 2015 and the airport expects to spend more than \$100 million over the next two decades to accommodate that growth.

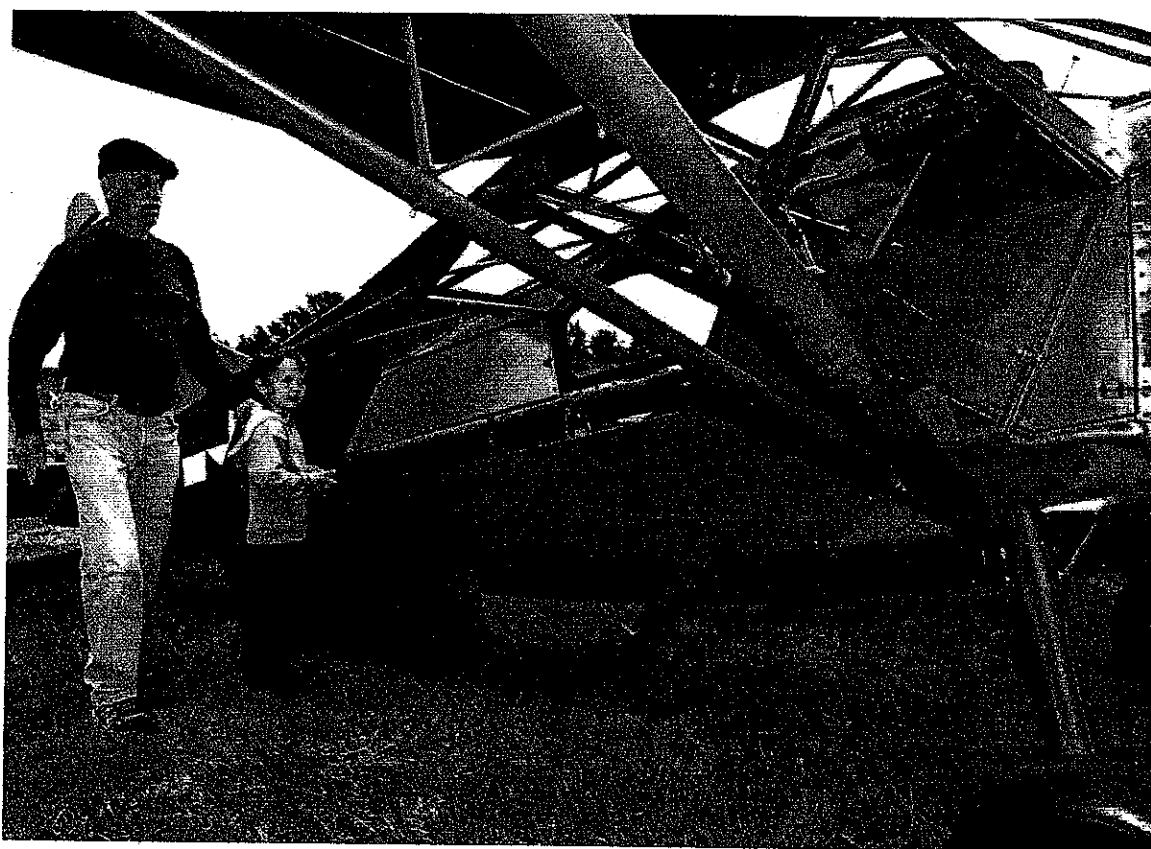
The airport completed a \$7.5-million runway extension last year that lengthened the runway from 2,400 metres to 2,900 metres — allowing it to handle longer-haul, wide-body aircraft like Boeing 767s.

Future projects include a new \$50-million-plus terminal building slated to open by 2014, a \$6.7-million runway extension (to 3,400 metres) and infield and taxiway improvements.

WestJet and Air Canada began direct flights from Abbotsford to Toronto this year and City of Abbotsford economic development manager Jay Teichroeb expects the airport will attract a broad range of regular scheduled flights to central and eastern Canada in the near future.

"Our role is to be an important secondary airport in a major urban market and help relieve congestion at Vancouver International Airport," he said. "We'll do everything we can to serve a rapidly growing Fraser Valley marketplace."

boonstamfracten@png.comwest.com



# Precious moments are for sharing.

Share your knowledge.  
Share your experience.  
Share your dream.

Support our youth.  
**Fly Young Eagles.**

EAA Chapter 1417 Blaine Young Eagles Program (360) 332-8719

# **1931: Puget Sound Airways is operating from Dierks Field at Blaine, WA.**



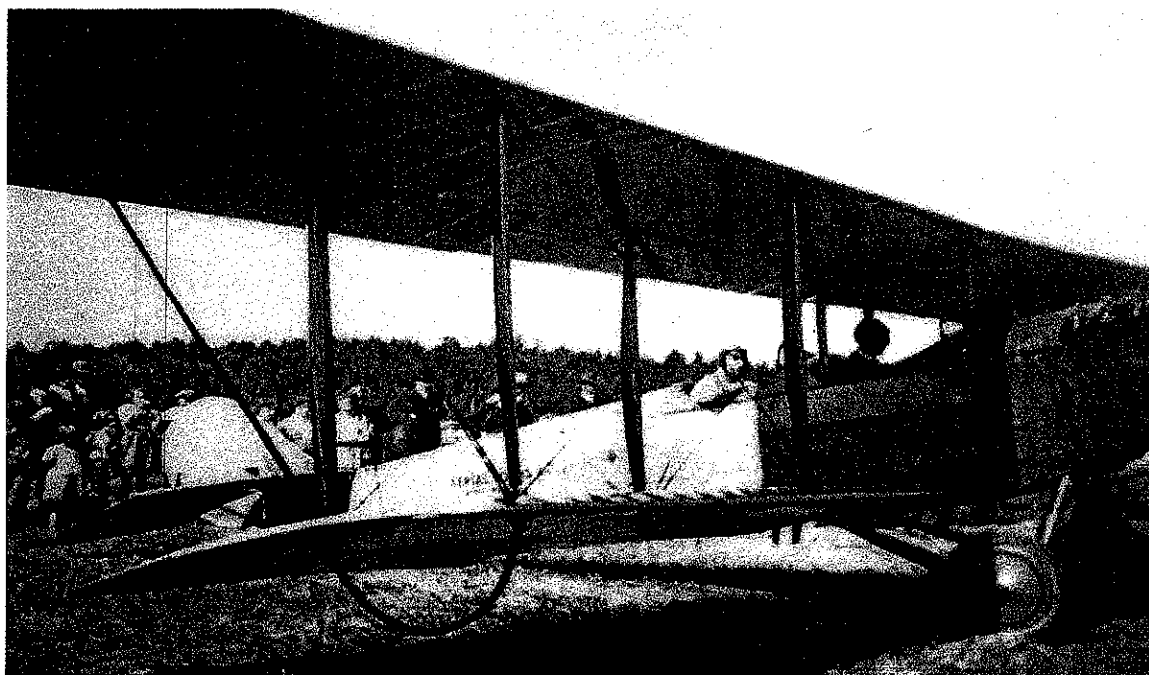
Source: Elias Brelford

**For at least three quarters of a century aviation has been a part of Blaine's economy as well as enhancing Blaine's importance in Whatcom County and the state of Washington. It remains important today.**

**The Federal government is showing interest in improving Blaine Municipal Airport with the offer of a grant for roughly 13 million dollars. Area businesses are also showing tangible support by inquiring about leasing space at the airport, as well as pledging over three million dollars in additional funds for airport improvement. This is not vague conjecture about trends occurring over the next decade or so. This is something that can happen now...**

**...And it should be allowed to do so.**

**EAA Chapter 1417 -- (360) 332-8719**



**L.H. William Dierks flying passengers, ca. Late 20's or early 30's. (Elias Brelford)**

# **Save Our Heritage...**

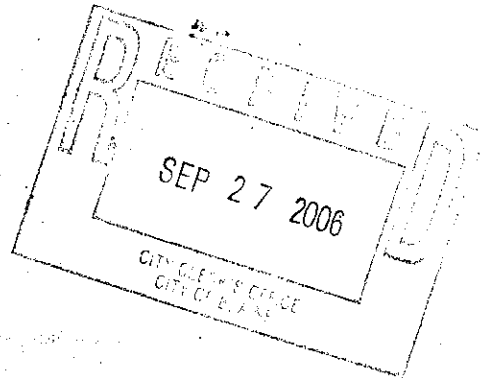
## **Blaine Municipal Airport Mission Statement**

**"It is the mission of the Blaine Airport to deliver a level of municipal service that enhances economic growth and development, while perpetuating a positive environment for general aviation."**

# **...Save Our Airport**

**EAA Chapter 1417 (360) 332-8719**

27 September 2006



**TO : Blaine City Council**  
**Blaine City Hall**  
**FAX 332-8330**

**RE : Sign dispute ?**

***Don't the employees of this city have anything better  
to do than this ? !***

***We are attempting to sell units for the betterment of  
the town . . . !*** *Barb*

Signed 

Barb Douglas

Date 9-27-06

## Sheri Sanchez

---

**From:** John Greenough [john\_greenough@yahoo.com]  
**Sent:** Thursday, October 05, 2006 7:02 AM  
**To:** Mike Myers; Bonnie Onyon; Bruce Wolf; Charlie Hawkins; Ken Ely; Jason Overstreet; John Liebert  
**Cc:** Sheri Sanchez; Gary Tomsic  
**Subject:** Please approve the expansion of the Blaine Airport

Ladies and Gentlemen,

It has come to my attention that you as a group will shortly continue to consider the issue of the Blaine Airport and whether it should be expanded or closed.

I do not own a plane, have never used the airport and probably never will. I live and vote in Blaine and will continue to do so.

I believe that the expansion of the airport is an excellent idea and should be approved by the City and implemented for the following reasons:

1. The presence of the various elements of the federal government here in Blaine contribute a great deal of economic benefit to the city. The continuing emphasis on national security will only enhance our contribution to the federal governments ability to keep up an active role in border related issues. And bring in additional federal funds through salaries and related spending.
2. The planned increase in housing in the area with much of it catering to the economically advantaged will provide these expected residents ready access to the area and increase the desirability of the city as a place to live, relax and invest. Of course the impact on the tax base is self evident and will further assist in strengthening the city's financial situation.

On the other hand I do not see the benefit from closing the airport and turning the area into an industrial park or fuel stop for international truckers. There are too many vacant gas stations and commercial properties here already. Further. the proximity to the school complex makes the development of a commercial facility unwise.

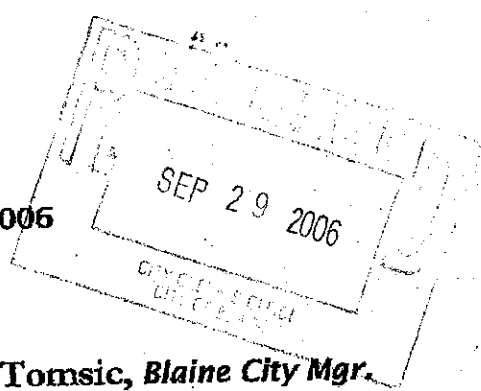
I urge you to approve the expansion of the airport.

John W. Greenough  
[john\\_greenough@yahoo.com](mailto:john_greenough@yahoo.com)  
360-935-0172  
8609 Great Horned Owl Ln.  
Blaine, WA 98230

10/5/2006

Brue  
Wolf

29 September 2006




**TO : G. Tomsic, Blaine City Mgr.**  
**Blaine City Hall**  
**332-8330**

**RE : Our compliance**

We will be removing the front "Sales"/advertising for Seascapes as ordered by Mr. Galvin through Mr. Wengar, within six (6) working days.

It appears that this is the first or one of the first abatements done by Mr. Wengar. It is also apparent that there are 50, or so, other signs Mr. Galvin has overlooked . . . !

This doesn't surprise me . . .

Signed -  Date \_\_\_\_\_

Approved By  
Harbor Lands Co.  
SEP 29 2006  
360-734-8191  
By \_\_\_\_\_

Approved By  
Harbor Lands Co.  
SEP 29 2006  
360-734-8191  
By \_\_\_\_\_



29 September 2006

**TO : Alex Wengar, Code officer**  
**Blaine City Hall**  
**FAX 332-8330**

**RE : Please advise us on legality**

**Please advise us on the legality of any of these signs in question.**  
**If they are illegal, or course Mr. Galvin will want them policed, won't he ?**

**Most of them are sales, *like ours* ! Most of them are attached and not portable, *like ours* ! Our signs are hooked with S hooks. Most of them are on the right-of-way also, but interfere with traffic visablity to some degree—*ours do not* !**

**Please advise us in writing what it is we need to do to be legal ?**

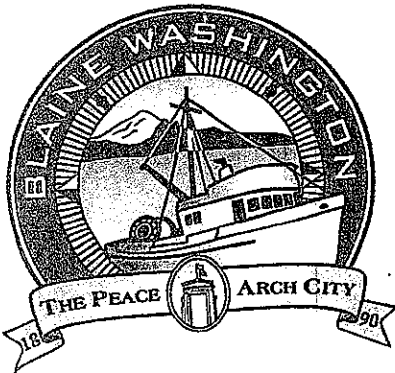
*Sincerely,*

Joel Douglas

**Harbor Lands Co.**  
**P.O. Box 4082**  
**BELLINGHAM, WA 98227**  
**PHONE (360)734-8191**  
**FAX (360) 647-9223**

*We will  
move ours  
in*

**Encl — photos**



# CITY OF BLAINE

344 "H" STREET • BLAINE, WA 98230-4109  
Bus: 360.332.8311 • Fax: 360.332.8330 • E-MAIL: cityhall@ci.blaine.wa.us

September 25, 2006

Joel Douglas  
Harbor Lands Co.  
P.O. Box 4082  
Bellingham, WA 98227

Re: Seascape Condominium Signage

Mr. Douglas:

It has come to the attention of the City that a free standing sign has been constructed on Peace Portal Drive in front of the Seascape Condominiums.

According to the Blaine Municipal Code this sign is illegally placed in the right-of-way. Blaine Municipal Code Section 17.122.040 A States:

*"Except as indicated by this chapter or by the guidelines in design overlay districts, the following signs or displays are prohibited. No prohibited sign shall be erected, modified, or relocated, nor shall the city issue any permits authorizing such signs.*  
A. *Any privately owned signs or objects placed in the public right-of-way, except legally located portable signs."*

We ask for cooperation in removing this sign.

Respectfully submitted,

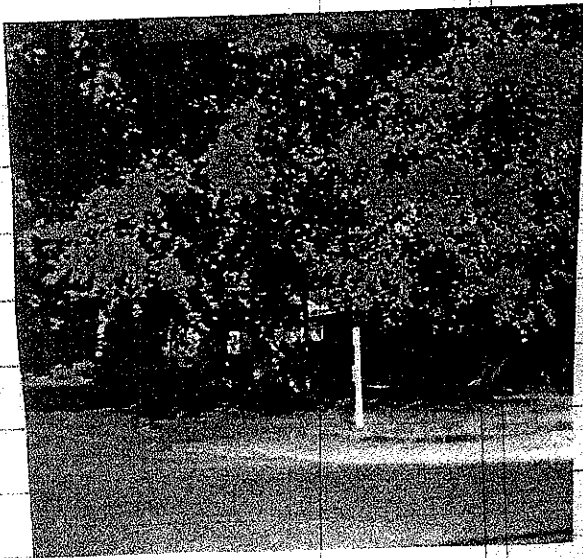


Alex Wenger  
Code Compliance Officer

Enclosure

Cc:  
Gary Tomsic, City Manager  
Terry Galvin, Community Development Director  
Steve Banham, Public Works Director  
Jon Sitkin, City Attorney  
Elizabeth Anderson, Community Planner

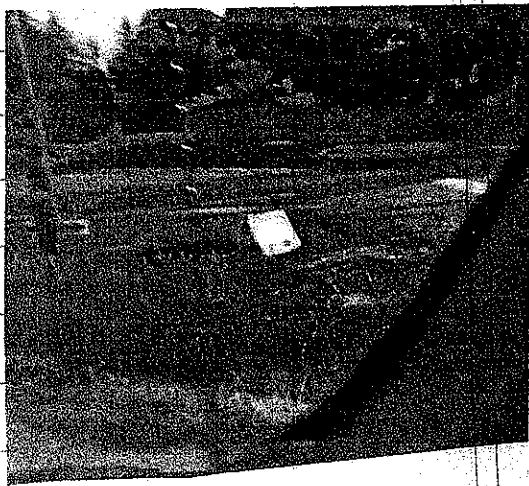
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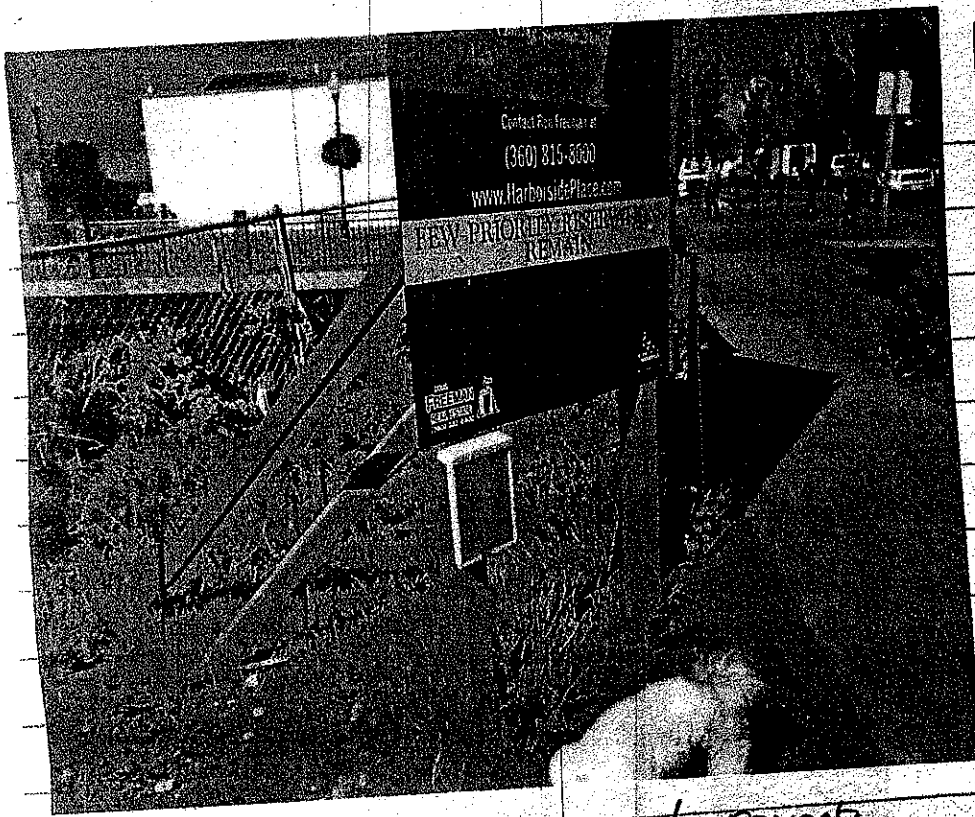


P. port  
South



off  
P. port

Stored cars  
H. Blum

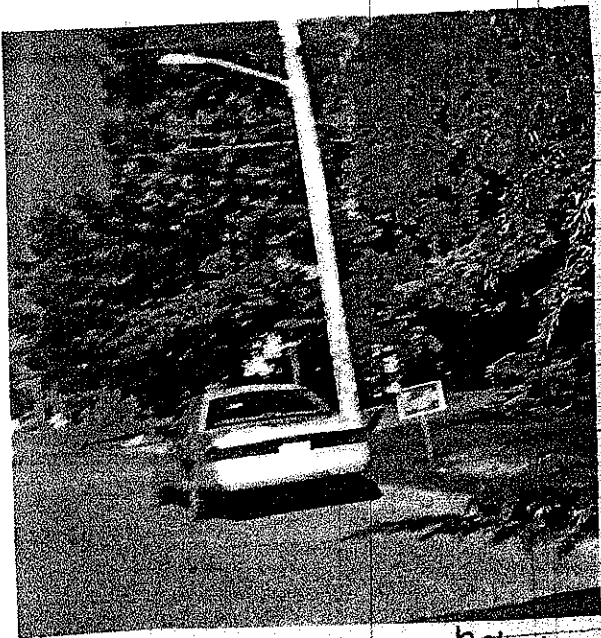


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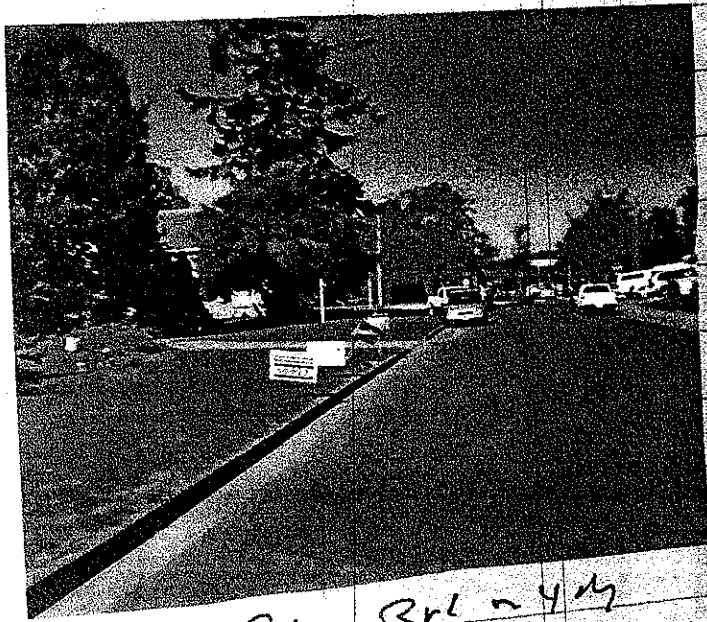
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128 Sen Lof



By 4th Police



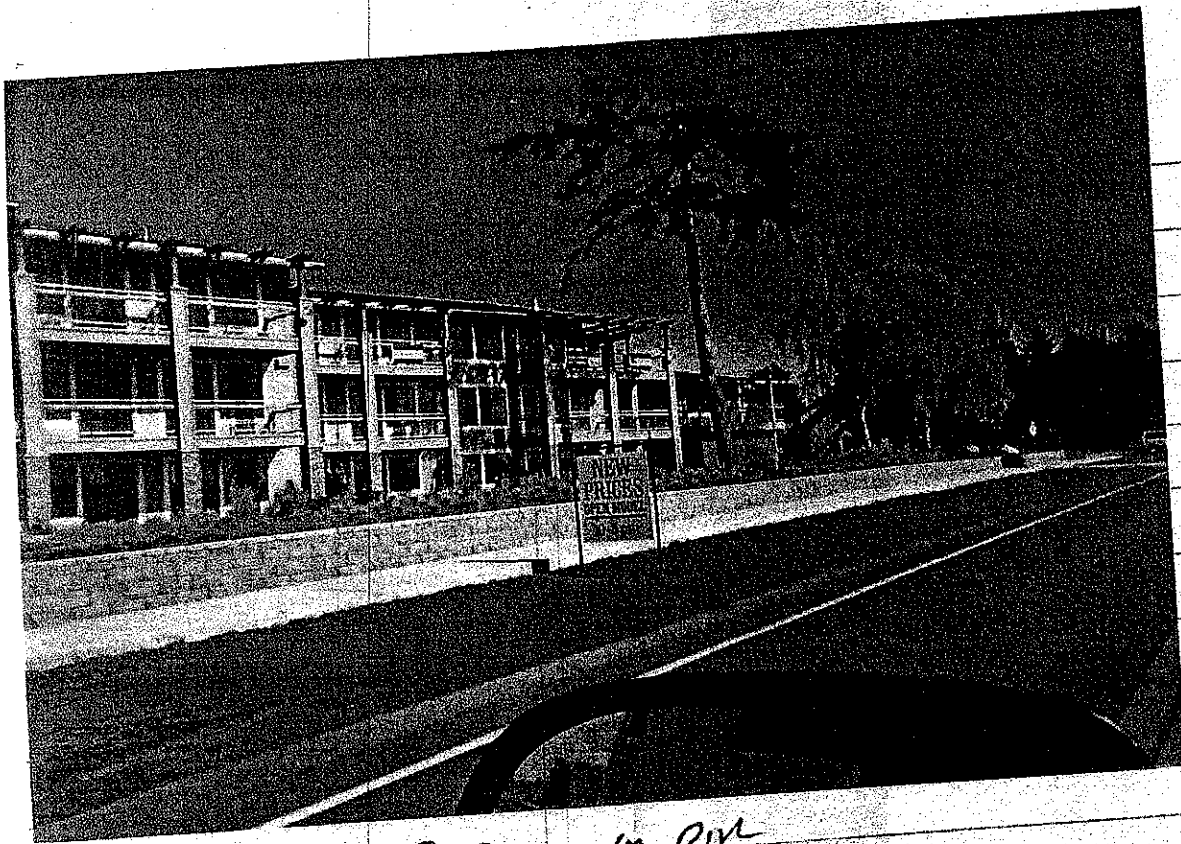
RW 3rd on 4th  
Police  
on RW

2400  
Old Pavilion  
Sale Sign  
on RW. Harborview  
HS + PP.

on 4th Behind Okuma  
Roz







The only  
Complaint  
File!

Directed  
By Mr. Galt

h

Totally Removable  
in member

like most signs  
except  
more portable

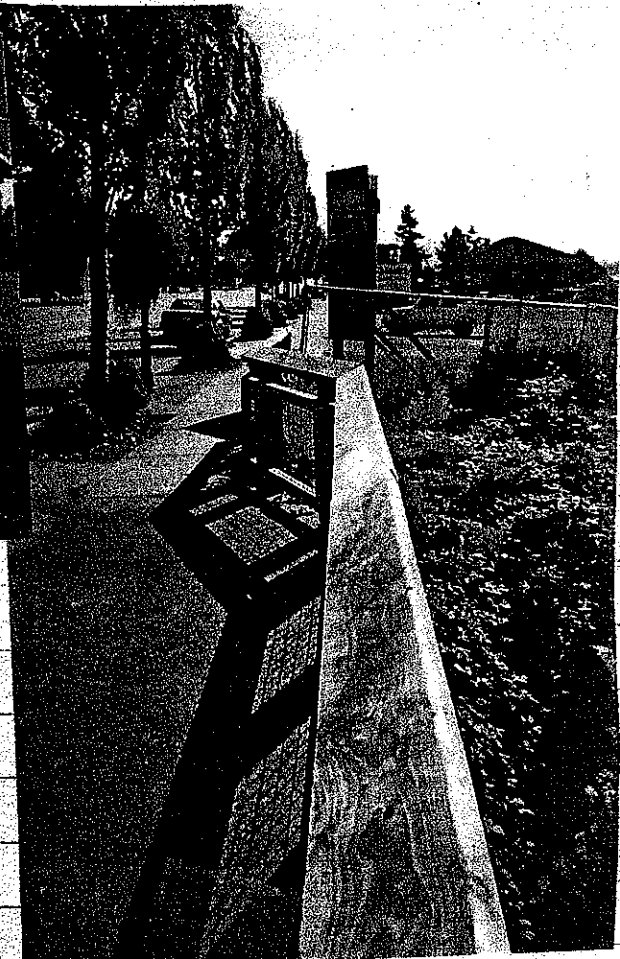
2 pines in pile  
hanging on S hooks  
Removable

- 1 This sign unlike most others - can be detached in 30 Sec
- 2 Made of Banner material,
- 3 Post in ground 16" - easily Removable - Most Removable in.

28 SEP 68

h

sign



Harborside  
248  
over  
line



Sign on Smarten

OFF  
PROMISE

Disc  
478-

**NEW HOMES**

**Harborside Estates**

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**NO REASONABLE OFFERS REFUSED**

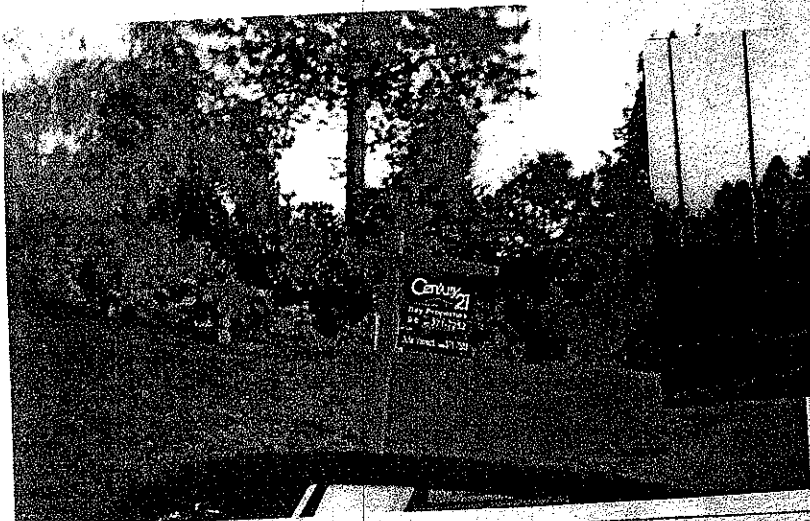
**HOMESTEAD**

HOMES • COMMUNITIES • RESORTS

For Information Call  
Chrisina Bauche  
360.815-0545

Sept 201

Sept 28 00  
Jan



EDL Blm

H. Blm



Norm.



L.H.



J. Blm





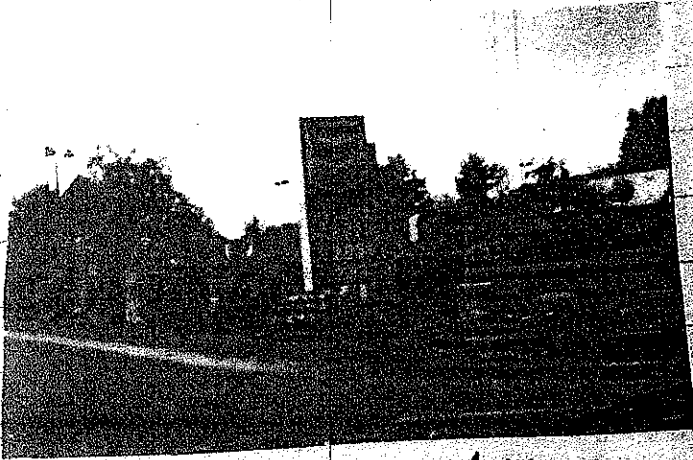
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from Blom



E. Blom Appur



Comm near Blom



campus area



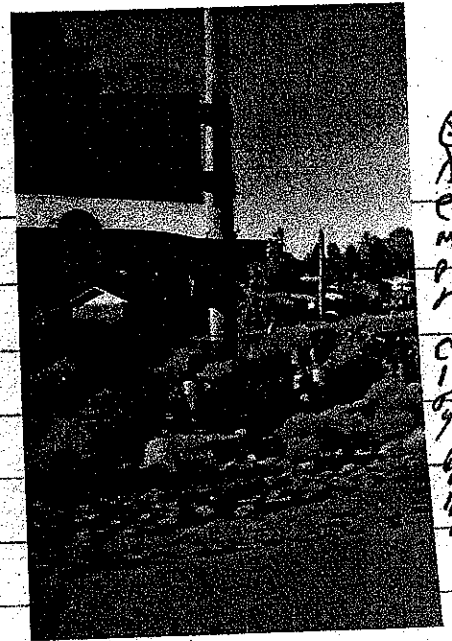
airport area



HW Truck Rt area



Camp  
Cmml.



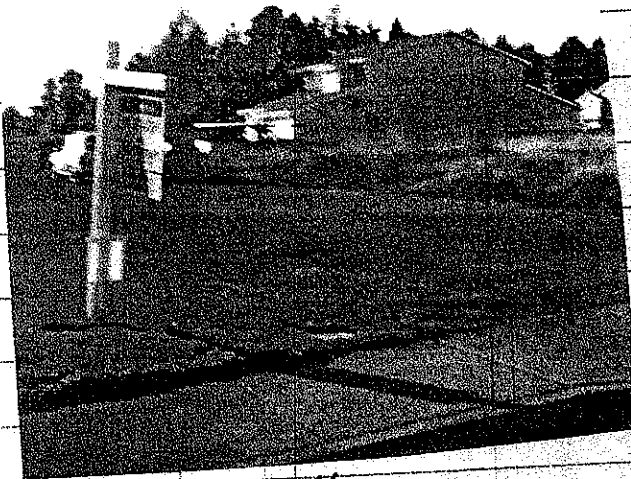
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ed.



Post San West Blam.



H.  
Blam



H. Blam



28 Sept 20

29 September 2006

**TO :** Blaine City Manager  
Blaine Councilmembers  
Liebert, Onyon, Ely, Wolf  
Blaine City Hall  
332-8330


**RE :** Value-added incentives to zoning

Value-added incentives are pretty reasonable (or should be) ways to zone. If we must zone, we should really consider that it is far easier for a developer and an architect to see the real future than it is for a planning commission that is looking back on a 40-year history.

Notice that in the central business district retail will work on the ground floor; but, the height will be fourteen (14) storeys and the retail will be needed, without affecting the majority. However, in a 3 to 4-storey design, ground-floor retail ruins the entire project from an economic standpoint (height represents earnings).

At our Palisades site, a developer could construct 10 to 12 storeys and leave the rest of the site clear for view. Please see Exhibit A.

*Sincerely,*

  
Joel Douglas

**Harbor Lands Co.**  
P.O. Box 4082  
BELLINGHAM, WA 98227  
PHONE (360)734-8191  
FAX (360) 647-9223



**Grubb & Ellis**

Property Solutions Worldwide

Joseph Sugura  
Vice President  
Industrial Services Group

6cy  
dup 2 pages  
any

September 25, 2006

Joel Douglas  
Harbor Lands CO  
405 Fieldston Rd  
Bellingham, WA 98225-7864

***Re: Full-Block, High Rise Mix Use Opportunity in the Pearl District- Portland, OR***

Dear Joel,

As a leading developer, identifying the right sites is critical to your success. I am writing to inform you of a unique new opportunity in one of the most sought after West Coast markets, Oregon's Pearl District. This full block site, located at 1325 NW 14<sup>th</sup> Ave is being presented to you prior to exposing it to the real estate community at large.

This full block opportunity is being offer either for sale or long-term ground lease. This block bound by NW 14<sup>th</sup>, NW 15<sup>th</sup>, NW Overton and NW Pettygrove is centrally located in the Pearl District and has outstanding demographics to warrant your immediate attention. In addition, this Exd zoned site has a current 5:1 FAR with bonuses available up to 8:1 and height bonuses up to 145'.

This is a rare opportunity to secure a primer location in this thriving upscale mixed-use residential community.

Please give me a call to discuss pricing or if you have any questions.

Sincerely,

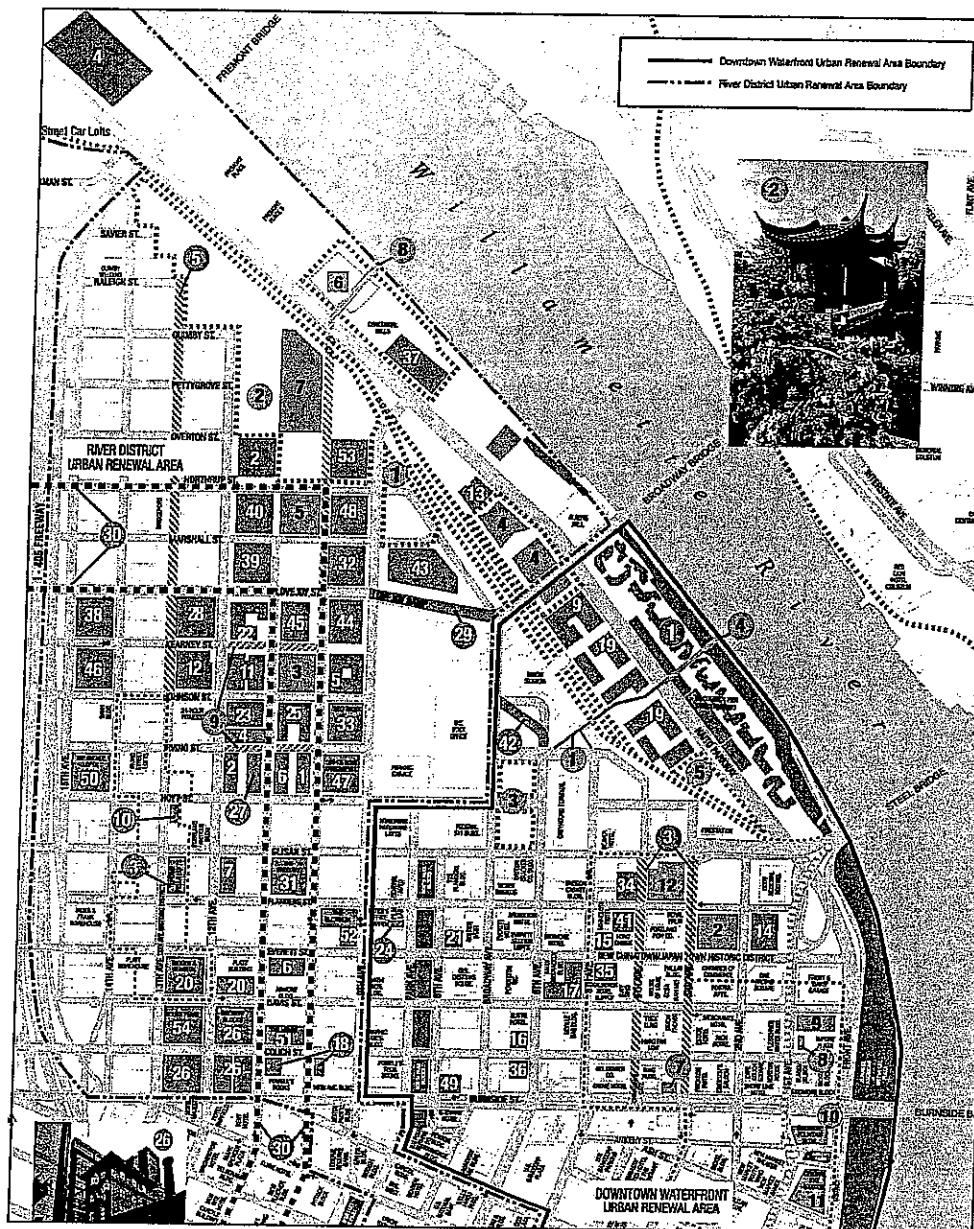
Joe Sugura  
Vice President Industrial Group  
Grubb & Ellis Company  
(503) 972-5520

# FOR SALE OR LEASE

# Pearl District Development Opportunity

## COMPLETED PROJECTS, YEAR

- 1 Pearl Lofts, 1994  
23 condominiums
- 2 Hoyt Condominiums, 1995  
48 condominiums
- 3 Chown Pella, 1996  
84 condominiums
- 4 Irving Street Townhomes, 1996  
14 townhouses
- 5 Pearl Court, 1997  
189 rental units
- 6 Pearl Townhouses, 1997  
13 townhouses
- 7 McDermott Lofts, 1997  
84 condominiums
- 8 Royal Palace, 1997  
30 Apartments
- 9 Yards at Union Station, Phase A, 1998  
153 rental units
- 10 Modern Confectionery Building, 1998  
6 condominiums
- 11 Riverstone, 1998  
120 condominiums
- 12 Pacific Northwest College of Art, 1998  
Full block facility
- 13 Food Innovation Center, 1999  
40,000 sq. ft. office/lab, for the Oregon Department of Agriculture
- 14 Port of Portland Headquarters, 1999  
100,000 sq. ft. office
- 15 5th Avenue Plaza, 1999  
70 rental units
- 16 McDonald Curtis, 1999  
54 elderly assisted living units
- 17 5th Avenue Court, 1999  
90 rental units
- 18 Pioneer's Book Expansion, 1999  
50,000 sq. ft.
- 19 Yards at Union Station, Phase B, 1999  
(2 sections) 377 units
- 20 Wideman & Kennedy Headquarters, 1999  
(2 sections) with adjoining parking facility
- 21 North Park Lofts, 2000  
64 condominiums
- 22 Kearney Plaza, 2000  
131 rental units
- 23 Johnson Townhomes, 2000  
13 town houses
- 24 Park Northwest, 2000  
18 condominiums
- 25 Turner Place, 2000  
120 condominiums
- 26 Brewery Blocks (in 3 sections)  
Redevelopment site, mixed-use redevelopment of five blocks
- 27 Pearl Townhomes, 2000  
10 townhouses
- 28 CityTrac, 2000  
75,000 sq. ft. of office space rehabilitation
- 29 Leveley/10th Avenue Ramps, 2001  
Rebuild ramp to land at 9th, with at-grade street beginning at 9th
- 30 Central City Streetscar, 2001  
Streetscar route connecting NW with downtown and PSU
- 31 The Gregory, 2001  
134 condominiums and 47,000 sq. ft. of retail/commercial space
- 32 Leveley Station, 2001  
181 rental units, mixed-income
- 33 Joan Votham Natural Capital Center, 2001  
50,000 sq. ft. office/retail space
- 34 Oak Town Lofts, 2001  
60 mixed-income condo. units
- 35 POC Offices, 2001  
70,000 sq. ft. office space
- 36 6th and Couch Apartments, 2001  
13 rental units with retail
- 37 Police Mounted Horse Patrol Facility, 2001
- 38 Marshall Wells Lofts, 2002  
184 condominiums
- 39 Streeter Lofts, 2002  
134 mixed-income condominiums
- 40 Bridgeport Condominiums, 2003  
153 condominiums
- 41 Pacific Tower, 2003  
156 sq. affordable rental units
- 42 Union Station Forecourt & 6th Ave. Ext., 2003
- 43 Station Plaza, 2004  
175-unit senior affordable apartments, 30,000 sq. ft. retail with 425-car garage
- 44 Burlington Tower, 2004  
155 rental units, under construction
- 45 Park Place Condominiums, 2004  
124 condominiums
- 46 The Edge, 2004  
193 & 123 condominiums



## COMPLETED PROJECTS, YEAR

- 47 10th at Hoyt Apartments, 2004  
175 rental units
- 48 The Lexia, 2004  
139 condominiums
- 49 The Dammore, 2004  
160 low-income units
- 50 The Avenue Lofts, 2004  
170 condominiums
- 51 The Harry, 2004  
123 condominiums
- 52 The Elizabeth, 2005  
172 condominiums
- 53 The Pinacle, 2005  
176 condominiums
- 54 The Louisa, 2005  
240 rental units

## UNDER CONSTRUCTION

- 1 McDermott Pier  
Conversion to 301 condominiums
- 2 The Sita  
210 rental apartments
- 3 3rd & 4th Avenue Streetscape Project
- 4 Riverstone Townhomes  
105 Condominiums
- 5 13th Avenue Street Construction
- 6 Amory Building Restoration  
Performing arts venue

## OPEN SPACE/PEDESTRIAN PROJECTS

- 1 Pedestrian Bridge, 2000  
Across rail tracks at Union Station
- 2 Classical Chinese Garden, 2001
- 3 Jambon Square, 2002
- 4 McDermott Pier Pedestrian Connection, 2004
- 5 Turner Springs Park, 2005
- 6 Waterfront Park, proposed
- 7 Neighborhood Park, planned
- 8 River District Boardwalk, planned
- 9 Varied Streets

## PLANNED REDEVELOPMENT SITES

- 1 POC Redevelopment Site  
Approximately .8-acre site
- 2 Hoyt Street Yards Property  
Extending 18 acres of Hoyt Street Yards
- 3 NW Broadway Properties  
Former "Trillway" site, two full blocks
- 4 One Waterfront Place (2 sections)  
Private office building and adjoining 700-car parking garage
- 5 Yards at Union Station, Phase IV  
Planned for 38 units on 1-acre site
- 6 Meier & Frank, Redevelopment site
- 7 Union Gospel Mission, New facilities
- 8 NW 1st & Couch, Globe Hotel  
Planned redevelopment
- 9 New Fire Station
- 10 Skidmore Building  
Planned redevelopment
- 11 Central Fire Station, planned mixed-use  
Redevelopment
- 12 NW 3rd & Glisan  
Mixed-use redevelopment of block