

**STATE ENVIRONMENTAL POLICY ACT (SEPA)  
ENVIRONMENTAL CHECKLIST**

**A. BACKGROUND**

1. Name of proposed project: Bellingham International Airport Preliminary Binding Site Plan / Planned Unit Development
2. Name of applicant: Port of Bellingham Telephone: (360) 676-2500  
Name of Contact: Sylvia Goodwin Telephone: Same as above.
3. Address: P.O. Box 1677  
Bellingham, WA 98227-1677
4. Date checklist prepared: May 21, 2008  
(Revised December 18, 2009)
5. Agency requesting checklist: Port of Bellingham
6. Proposed timing or schedule (including phasing, if applicable):

Depending upon issuance of applicable local, State and Federal project permits and approvals, it is anticipated that the proposed Bellingham International Airport Binding Site Plan (PBSP) / Planned Unit Development (PUD) will be initiated in 2010. Completion of the PBSP and PUD will be phased over a period of twenty (20) years, respectively.

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

There are no plans for future additions, expansions, or further activities related to the proposed PBSP/PUD project at this time.

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

Previous environmental information prepared for the Port of Bellingham airport and airport industrial area properties include a variety of documents including, but not limited to, the following:

- *Archaeological Survey and Cultural Resource Evaluation for Developments Proposed in Areas 4, 9, and 14, Bellingham International Airport, Whatcom County, Washington, Rosario Archaeology (December 2009)*
- *Addendum to the Revised Wetland Buffer Plan for the Bellingham International Airport Eastside Development Plan, David Evans and Associates, Inc. (December 2009)*
- *Final Transportation Impact Analysis – Bellingham International Airport, Transpo Group (November 2009)*
- *Off-Site Wetland Mitigation Design Report - Slater Road Site, Cooke Scientific (November 2009)*

- *Preliminary Geotechnical Engineering Report for the Bellingham International Airport Binding Site Plan*, GeoEngineers (June 2008)
- *Port of Bellingham Revised Wetland Buffer Plan for the Bellingham International Airport Eastside Development Master Plan*, David Evans and Associates, Inc. (Revised November 2007)
- *Bellingham International Airport Stormwater Management Master Plan*, David Evans and Associates, Inc. (Revised July 2009)
- *Bellingham International Airport Master Plan*, URS (June 2004)
- *Wetland Analysis Report for Bellingham International Airport*, David Evans and Associates Inc. (March 1998)

Additional supporting information and documents may be noted under each environmental element.

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

No other applications related to the project proposal are pending at this time.

10. List any governmental approvals or permits that will be needed for your proposal, if known. Include Federal, State, City, County, and local districts or regional offices.

**Whatcom County**

- Preliminary and General Binding Site Plan
- Preliminary Planned Unit Development (PUD)

**Washington State Department of Ecology**

- Section 401 Water Quality Certification
- CZM Consistency Certification

**Washington State Department of Fish and Wildlife**

- Hydraulic Project Approval (HPA)

**U.S. Army Corps of Engineers**

- Section 404 Nationwide Permit

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (You may attach a page if this space is not adequate.)

The Bellingham International Airport (BLI) is an existing regional airport built by the Federal Government in 1941, currently owned and operated by the Port of Bellingham. BLI is the largest airport in Whatcom County and the primary facility for general aviation (GA), small-package freight, commercial air transport, and business and commuter passenger air transportation for the region. A General Binding Site plan called "Bellingham International Airport General and Specific Binding Site Plan" was approved in 1990, and has expired. Twenty Two Specific Binding Site Plans, creating approximately 69 lots were approved between 1990 and 2007. Most of these lots are leased to Port tenants and are partially or fully developed. The project objective is to establish development areas within and adjacent to the Bellingham International Airport facility for airport-dependent, airport-related, light-industrial and commercial uses compatible with airport operations.

The project proposal includes a new General Binding Site Plan and Planned Unit Development for the subject property. Ten previously created lots have been vacated. Three lots have been sold and have been excluded from the project boundary. The proposed Preliminary General Binding Site Plan and Planned Unit Development include 6 general Planning Areas with 18 smaller Development Areas within the general Planning Areas. The applicant's objective is to retain the specific lots which remain in Port ownership and allow the creation of additional specific lots for lease or sale to future tenants.

Additional project objectives are to:

- Obtain permits to fill 8.9 acres of on-site wetlands and provide 37 acres of off-site mitigation at a site owned by Washington Department of Fish and Wildlife on Slater Road.
- Address zoning code issues including, but not limited to, building setbacks, landscaping, signage and parking where County code conflicts with FAA requirements or airport operations.
- Adopt the BLI Stormwater Management Master Plan prepared by DEA, Inc. in 2004 and updated August, 2007 and July, 2009.
- Establish predictable standards and project timing to allow phased PBSP/PUD development over a 20 year period.

12. Location of the Proposal:

The project area includes the Bellingham International Airport (BLI) and surrounding Port owned property, located in Whatcom County 4 miles north of the city center of the City of Bellingham within Sections 3, 10, 11, 14, and 15 of Township 38 North, Range 2 East, W.M. The property is located within the Urban Growth Area of the City of Bellingham, west/northwest of the City of Bellingham, east of Wynn Road, south of Slater Road, and west of Interstate 5 (I-5).

## B. ENVIRONMENTAL ELEMENTS

### 1. EARTH

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

- b. What is the steepest slope on the site (approximate percent slope)?

The site slopes from the south and west to the north and east, with an approximate slope ranging from 1% to 6%.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Soil information at the project site was obtained from the *Soil Survey of Whatcom County Area, Washington* (Soil Survey) published by the NRCS. There are four soil types for the site: #172 – Urban Land, Whatcom, and Labounty complex, #178 and #179 – both Whatcom silt loam; and, #182 – Whatcom – Labounty silt loam. The Whatcom silt loams (types 178 and 179) both have a Hydrologic Group “C” classification. The Whatcom and Labounty mixes (types 172 and 182) have a Hydrologic Group “C” and “D” classification.

A more detailed discussion of on-site soils can be found in the wetland delineation and preliminary geotechnical reports that have been prepared for the project site.

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

The 2005 Whatcom County Critical Areas Ordinance - Geologically Hazardous Areas Map does not identify any unstable soils on or in the immediate vicinity of the site.

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

**Wetlands:** Approximately 8.63 acres of wetland will be filled. All material will be from a clean material from an approved provider. Imported fill materials will be a clean standard structural fill mix that is obtained from an approved supplier. Approximately 43,000 cubic yards of material would be placed in wetlands (average fill depth of 3 feet). The fill activity would be dependent on market activity and would be phased as development occurs over the next 20 years.

**Runway/Taxiway Rehabilitation:** Approximately 245,000 cubic yards of gravel and crushed rock will be imported for the Runway/Taxiway rehabilitation project.

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

Erosion could occur during construction and concurrent heavy rain storms. However, during site preparation and construction erosion potential will be minimized through implementation of a Stormwater Pollution Prevention Plan (SWPPP), Best Management Practices (BMPs), and any additional erosion control measures required by regulatory agencies.

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

The project area contains approximately 8,145,720 square feet (187 acres) of existing impervious surfaces. Upon completion, it is anticipated that the project area will result in new impervious surface area up to an approximate total of 3,344,234 square feet (77 acres) for a total of approximately 11,489,954 square feet (264 acres). Approximately 26.8% of the overall project area would be covered with impervious surfaces.

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

A TESC plan and BMPs will be implemented throughout the construction of the project to ensure that potential erosion and sedimentation impacts are adequately addressed. Erosion control BMPs to be implemented may include, but are not limited to, silt fencing, mulch or jute netting, straw bale barriers, and check dams, as applicable.

## 2. AIR

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

Air emissions will be limited to dust associated with fill and grading activities and exhaust from construction equipment (e.g., trucks, excavator, bulldozer, grader) used during site preparation and construction.

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

There are no known off-site sources of emissions or odors that would affect the proposal.

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

Standard manufacturer's equipment will be utilized. During site preparation and construction, contractors will take reasonable precautions to minimize dust emissions. Reasonable precautions may include, but are not limited to, use of wet suppressants during dry weather, reducing vehicle speeds, and taking other measures to minimize airborne dust.

### 3. WATER

#### a. Surface:

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

BLI occupies a watershed divide between Bellingham Bay and Silver Creek. The southern portions of the site drain directly into Bellingham Bay (via Airport Creek) and the northern area drains into Silver Creek (a tributary of the Nooksack River). Water flows through a variety of ditches, streams and drainage basins in both watersheds. Ten drainage areas have been identified within the site.

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

Cooke Scientific Services, Inc. prepared a mitigation plan for this project that identifies the specific wetlands to be filled and the methodology for compensatory mitigation. The plan mitigates by function, both on site (for hydrology detention and recharge and for water quality functions) and off site (for habitat functions). The mitigation package includes wetland creation, wetland enhancement, and upland enhancement on an off-site location along the east bank of the Nooksack River adjacent to Slater Road that is owned and managed by the Washington State Department of Fish and Wildlife. The project will result in 8.9 acres of fill in parts of 25 separate wetlands. Hydrologic and water quality functions are being replaced on site, while habitat functions and wetland vegetation community acreage is being replaced off site.

The off-site mitigation for the project provides for 36.39 acres of total compensation, with 8.35 acres of wetland creation and 28.04 acres of wetland enhancement. Mitigation ratios follow the guidelines developed by the Washington State Department of Ecology (WSDOE) in their 2005 Wetlands in Washington State - Volume 2: Guidance for Protecting and Managing Wetlands. These are based on compensation type, wetland rating, and wetland community type. Ratios provided range from 1:1 to 4:1 for wetland creation and 8:1 to 12:1 for wetland enhancement. Wetland communities being replaced were predominantly forested wetlands (29.59 acres of mitigation), with 0.59 acres of shrub and 5.63 acres of emergent habitat also being provided. Mitigation plan details are outlined in the December 2009 Port of Bellingham Slater Road Mitigation Proposal prepared by Cooke Scientific.

The development proposal also includes a wetland buffer plan (Port of Bellingham Revised Wetland Buffer Plan, November 2007) prepared by David Evans & Associates, Inc. that provides wetland protection while accommodating future airport related development. The overall goal of the wetland buffer plan is to avoid adverse impacts to jurisdictional wetlands by establishing an effective buffer area through buffer averaging

and buffer enhancement. The buffer plan is designed to ensure the current buffer functions for the standard buffer widths are maintained or improved with the proposed buffers. Specific goals are as follows:

- Evaluate each wetland and buffer to determine its specific buffer requirements and establish a buffer that adequately protects the wetland functions unique to that critical area.
  - Identify where enhancement is most appropriate to protect the wetland functions and compensate for proposed buffer width reductions.
  - Establish a conceptual enhancement plan for areas identified for enhancement. The wetland buffer enhancement areas will be planted to provide sufficient erosion control, habitat enhancement, and infiltration improvements to maintain protection of current wetland functional performance. The final wetland buffer plan(s) will include a maintenance plan, performance standards, and as needed, a contingency plan for the wetland buffer enhancement areas.
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Approximately 8.63 acres of wetland will be filled. All material will be from a clean material from an approved provider. Approximately 43,000 cubic yards of material would be placed in wetlands (average fill depth of 3 feet). The fill activity would be dependent on market activity and would be phased as development occurs over the next 20 years.

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

None proposed at this time.

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

No. The entire airport planning area is located in Zone C (outside the 100-year flood plain).

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

None proposed.

b. Ground:

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

Not applicable.

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

Not applicable.

c. Water Runoff (including storm water):

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

Below the stormwater runoff is described based on site drainage areas.

North Basin

The North Basin is presently a forest and grass area. The existing topography results in stormwater draining to the east into a stream that flows north northwest.

Runway NW Basin

The Runway NW Basin contains airport infrastructure consisting of portions of the runway, runway service roads, and grass areas adjacent to the runways. The western portion of the basin is forested. Based on the site topography and contour elevations, runoff moves north and then east towards Interstate 5. The existing stormwater conveyance infrastructure in the developed areas consists of a ditch and creek system with culverts under existing roads and runways that convey stormwater northeast through the basin. The system discharges into a lowland wetland at the eastern edge of the basin along the perimeter service road and the west side of Interstate 5. This lowland is drained by three existing culverts (15-inch, 18-inch, and 24-inch diameter) that convey the runoff east under Interstate 5 and into an unnamed tributary to "Silver Creek".

Runway NE Basin

The majority of the Runway NE Basin is developed consisting of airport infrastructure and airport dependent uses such as runways and taxiways, the terminal building, the cargo facility, parking lots, and other small buildings, as well as grassed areas adjacent to the runways. The existing stormwater conveyance infrastructure in the basin conveys runoff from the existing runways, parking lots, and buildings to an underground pipe system that discharges into a forested wetland low area on the east side of the basin. A stream runs east from the wetland towards Interstate 5, crosses east under Interstate 5 through a 24-inch culvert, and discharges into an unnamed tributary to "Silver Creek".

East Basin

The East Basin is presently an undeveloped forest area with no existing stormwater infrastructure. The existing topography results in stormwater draining to the east towards Interstate 5. The runoff crosses east under Interstate 5 through two 12-inch culverts and discharges into an unnamed tributary to "Silver Creek".

#### Southwest Basin

The Southwest Basin contains the majority of the developed area at the airport. Aviation infrastructure and airport dependent uses such as the terminal building, runways and taxiways, parking areas, support buildings, and roads are located in the central and eastern portion of the basin. Airport related private businesses are also located in this basin. The western portion of the basin is largely undeveloped with forest and grassed areas.

The existing stormwater conveyance system, in place prior to 1975 in the developed areas, captures runoff throughout the basin and routes it west through 24-inch and 36-inch diameter culverts to the existing Southwest Detention Pond. Stormwater from the remainder of the basin surface flows across the basin to the pond, which is at the basin low point. The pond discharges into "Airport Creek", which ultimately discharges into Bellingham Bay. A more detailed description of the pond is found in Section 2.5.

#### Alderwood Basin

The Alderwood Basin contains development consisting of airport related and light industrial businesses and County roads. The non-developed areas consist of forested areas and formerly developed areas that have been abandoned and reverted to grass, brush, and small tree ground cover. Stormwater runoff in the basin drains south where it is intercepted by stormwater ditches along Sound Way, Williamson Way, and the ditch along the side of Airport Drive. The runoff from these streets is collected in the Airport Drive ditch and discharged through an 18-inch culvert into the existing Alderwood Detention Pond. The pond is located adjacent to Airport Drive, south of the Williamson Way-Airport Drive intersection. The pond discharges south into an existing unnamed creek that eventually discharges into Bellingham Bay.

#### South Basin

Existing development in the South Basin is minimal with only service roads to the runways and a few residences along the north side of Marine Drive. The remaining areas are forested and grassed. Stormwater runoff flows south across the basin where it is intercepted by stormwater ditches along the west side of Airport Drive and the north side of Marine Drive. A 24-inch culvert under Marine Drive, along with a downstream pipe and ditch system, eventually conveys the runoff to Bellingham Bay.

The basin does not contain any man-made regional water quality treatment or detention facilities.

#### Marine Basin

Existing development in the Marine Basin is minimal with the majority of the basin consisting of forested and grassed areas. Stormwater runoff

from this basin surface flows west across the basin where it is intercepted by small creeks and routed to closed depression ponds. Water flows west from the east pond to the west pond through a narrow channel. Water flows out of the west pond and under Marine Drive via a culvert and ultimately into Bellingham Bay.

The basin does not contain any man-made regional water quality treatment or detention facilities.

#### Mid-West Basin

The Mid-West Basin is presently forest and grass areas with no existing stormwater infrastructure. Stormwater runoff surface flows south and west across the basin where it is intercepted by roadside ditches along Wynn Road. These ditches ultimately lead to Bellingham Bay.

#### West Basin

The West Basin is presently forest area with no existing stormwater infrastructure. Stormwater runoff flows west across the basin where it is intercepted by small creeks and a small pond. Stormwater appears to evaporate from the pond. Based on existing topography, if the runoff flows exceed the pond's storage capacity, runoff can over flow into a creek that discharges into a stream system that ultimately leads to Bellingham Bay.

A Temporary Erosion and Sediment Control (TESC) plan will be developed and implemented throughout construction to minimize potential impacts associated with sediment and erosion. Temporary construction BMPs will include both source-control BMPs and treatment BMPs.

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

It is possible that accidental spills from trucks or construction equipment could enter surface and/or groundwater during construction. However, spill response measures will be available on site during project construction and implemented in the event of a spill.

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

No new facilities are proposed to treat or detain runoff from existing developed areas. There are 18 new development areas needed to meet the BLI's anticipated growth demand over the next twenty years. All new development will require water quality treatment facilities prior to releasing the runoff into the receiving basin or downstream detention facility. These water quality facilities will be provided on site, or if appropriate, combined into a larger multi-area treatment facility. Mitigation measures for each development area are as follows:

Development Areas 1, 2, 3, and 25% of Area 4, are within the Runway NE Basin. This basin does not have regional detention or water quality treatment facilities. New development will require individual detention and water quality treatment facilities at each site or at a new multi-area facility.

Areas 5-15 and 75% of Area 4 are within the Southwest Basin and will continue to utilize the Southwest Pond for detention. New development will require an individual water quality treatment facility at each site or at a new multi-area facility. All uses in this basin are expected to be aviation dependent or related.

Areas 16, 17, and 18 are within the Alderwood Basin and will continue to utilize the Alderwood Pond for detention.

These measures will also mitigate impacts to groundwater. Limitations on impervious surfaces help preserve infiltration capacity. Regulations that limit pollutant discharges to surface waters also protect groundwater.

Potential construction-related stormwater runoff associated with the proposed project during construction will be addressed through implementation of a TESC plan and associated best management practices.

**4. PLANTS**

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

- deciduous tree: alder, maple, aspen, other:
- evergreen tree: fir, cedar, pine, other:
- shrubs
- grass
- wet soil plants: buttercup, bullrush, other:
- water plants: millfoil, other:
- other types of vegetation

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

Up to an approximate total of 33.5 acres of lawn/grass lands and 64 acres of forested lands.

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

There are no threatened or endangered plant species known to be on or near the site.

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

Areas of proposed disturbance have been minimized to the maximum extent practicable. Refer to the Alternatives Analysis prepared for the JARPA submittal for proposed wetland fill activities and the Revised Wetland Buffer Plan. For proposed landscaping, refer to the Conceptual Landscape Plan provided on plan sheets 4a-4d and the Landscape Plan Summary document.

**5. ANIMALS**

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



birds: raptors, ducks, geese, songbirds, other: Great blue heron,  
shorebirds  
mammals: deer, bear, elk, beaver, other:  
fish: bass, salmon, trout, herring, shellfish, other:

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

Refer to the *Revised Biological Evaluation* prepared by Cooke Scientific Services Inc. in December 2003.

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

Yes, all lands within the Whatcom County lowlands are within the Pacific Migratory Flyway.

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

Proposed measures to preserve and enhance existing vegetation and wildlife habitat are discussed in the revised wetland buffer plan and off-site mitigation plan.

## 6. ENERGY AND NATURAL RESOURCES

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

During construction, electricity may be utilized for such uses as temporary lighting on the project site and powering various pieces of construction equipment. Diesel fuel and gasoline would likely be used for vehicles and construction equipment. Small quantities of natural gas or propane may also be used for operation of some construction equipment.

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

No, the project would not affect the potential use of solar energy on adjacent properties.

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

None proposed.

## 7. ENVIRONMENTAL HEALTH

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

Airport operations require jet fueling on-site among other maintenance activities that require toxic substances. Additional risks include potential spills and fires from accidents associated with industrial operations.

- 1) Describe special emergency services that might be required?

The Bellingham International Airport possesses a FAA Part 139 Certificate that is required for the operation of air carrier service at the airport. An essential element in this type of certification is the ability of the airport to provide quick response to Air Rescue and Fire Fighting (ARFF) events. BLI is currently classified as Index B per Federal Aviation Regulation (FAR), Part 139.315. Future air traffic growth will require BLI to be classified as an Index C per Federal Aviation Regulations which will require additional fire fighting equipment to be obtained.

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

Standard practices and procedures for handling hazardous materials in airport and industrial environments will be employed. All activities will comply with state and federal hazardous waste regulations.

**b. Noise**

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

There are no known sources of noise within the area that would adversely affect the proposal.

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

Day-to-day airport operations will generate long-term noise impacts. As part of Bellingham International Master Planning, a Noise Study which complies with Federal Aviation Regulation (FAR) Part 150 was conducted. The study, whose components are set by the Federal Aviation Administration (FAA), allows an airport to develop programs to increase the compatibility of land use around the airport.

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

Analysis of the future condition noise exposure resulted in noise contours being depicted for Future Noise Exposure Contours. While air passenger counts increase over the 20 year period the noise contours remain approximately the same. The limited noise exposure relative to operations is the result of a change in the fleet mix anticipated for the airport over the 20-year planning period and newer and quieter aircraft being integrated into the fleet serving the Bellingham market. There are no incompatible land uses within the noise contour lines. Refer to Future Noise Contours being prepared for the Runway/Taxiway Rehabilitation project being prepared in December 2009.

## 8. LAND AND SHORELINE USE

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

The Bellingham International Airport (BLI) is a FAA Class 1, Part 139 airport, located on 1,078 acres just north and west of the Bellingham City limits. It supports a 6,700 x 150 foot all weather approach runway, with a full Instrument Landing System (ILS) and an FAA Air Traffic Control Tower. There are visual approach landing aids on both runways 16 & 34. BLI has both a Commercial and a General Aviation terminal. There are two Fixed-Based Operators (FBO), providing fuel and other aviation related services. There are 123 private and public owned hangars, and 69 aircraft tie-downs.

The Airport Industrial Park (AIP) is an active business park located adjacent to the Bellingham International Airport. The AIP includes 14 tenants in private and Port owned improvements.

Refer to the *Bellingham International Airport Master Plan*, prepared by URS in February 2004 for additional information related to existing land use.

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

The site has operated as an airport for the past 80 years.

- c. Describe any structures on the site.

Refer to the *Bellingham International Airport Master Plan*, prepared by URS in February 2004 for discussion of existing structures and facilities.

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

The Binding Site Plan and Planned Unit Development project will not result in demolishing structures. However, it is anticipated that structures within development area 10 (former Washington National Guard site) will be demolished within 10 years. Other structures may also be demolished as specific sites are redeveloped.

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

The official Whatcom County Zoning map designates the subject area as Airport Operations (AO) and Light Impact Industrial (LII).

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

The Whatcom County Comprehensive Plan map designates the subject area as City of Bellingham Urban Growth Area (UGA).

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

Not applicable.

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

Portions of the project area have been identified as "environmentally sensitive" under the 2005 Whatcom County Critical Areas Ordinance. Refer to the *Wetland Analysis Report for Bellingham International Airport*, prepared by David Evans and Associates, Inc. in March, 1998.

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

No residences are proposed as a part of this project. The current employment estimate is approximately 790, with 119 additional employees projected.

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

None.

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

None. Not applicable.

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

The proposed project is intended to implement the objectives of the *Bellingham International Airport Master Plan*, prepared by URS in February 2004.

## 9. HOUSING

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

None. The project proposal does not include provision of housing units.

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

None. The project does not propose elimination of any existing housing units.

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

It is not expected that the project proposal would result in any impacts to the existing housing supply or demand. Therefore, no measures to "reduce or control/housing impacts" are proposed.

## 10. AESTHETICS

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

The tallest building within the project area is the existing air traffic control tower, which is approximately 100 feet tall.

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

None anticipated.

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

Applicable portions of the project area will be subject to the conceptual landscape plan and landscape plan summary document that have been prepared in association with the proposed project.

**11. LIGHT AND GLARE**

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

Airport use requires various lighting intensity levels, day and night.

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

No.

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

None.

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

None proposed.

**12. RECREATION**

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

There is a scenic trail to the south of the airport runway that is non-contiguous with the main airport property. No other recreational opportunities are in the immediate vicinity.

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

No.

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

None proposed. Not applicable.

### 13. HISTORIC AND CULTURAL PRESERVATION

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

According to the Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) online mapping tool, there are no known places or objects located within the proposed project area that are listed on, or proposed to be listed on, national, state, or local preservation registers, nor are there any known within the project vicinity.

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

The site contains remnants of the Bellingham Army Airfield constructed between 1935 and 1941 more particularly described on an archaeological site inventory form filed with the Washington State Department of Archaeological & Historic Preservation

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

Refer to mitigation measures within the Archaeological Survey and Cultural Resource Evaluation for Developments Proposed in Area 4, 9 and 14, Bellingham International Airport, Whatcom County, Washington dated December 2009.

### 14. TRANSPORTATION

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on-site plans, if any.

The airport terminal, general aviation area and industrial park are all served by existing public and private roads. West Bakerview Road and Airport Drive are Whatcom County roads, and Mitchell Way, Sound Way, Airport Way Williamson Way, Victoria Place and the Hangar Access road are owned and maintained by the Port of Bellingham. The access easement width of the Port roads ranges from 40 to 80 feet, depending on use and function. Mitchell Way has sidewalks on one side and Airport Way has sidewalks on both sides.

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

Yes.

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

Refer to the *Bellingham International Airport Parking Projections* prepared by the Port of Bellingham (April 2008).

No parking is proposed to be eliminated. A total of 2004 parking spaces are available for commercial and general aviation use. An addition 923 parking spaces are proposed to be developed. Individual specific site development will provide parking per code.

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

Refer to Bellingham International Airport Final Transportation Impact Analysis dated November 2009

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

Yes. The proposed project is directly related to continued use and operation of existing air transportation facilities, as well as facilitating future airport-dependent and airport related operations and services.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Refer Bellingham International Airport Final Transportation Impact Analysis dated November 2009

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

Refer Bellingham International Airport Final Transportation Impact Analysis dated November 2009

## 15. PUBLIC SERVICES

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

Fire and emergency response service is provided by Whatcom County Fire District No. 8 and the Whatcom County Sheriff. No additional public services will be required with the proposed project.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None proposed.

## 16. UTILITIES

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

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

The airport General Aviation, Commercial Aviation and Airport Industrial Park areas are currently serviced with public water, sewer, electricity, natural gas, cable television, fiber optic telephone, and internet service. Water and sewer lines and pump stations designed to serve the full 20-year build-out were installed by the Port Bellingham in the early 1980's and dedicated to the City of Bellingham. These facilities have adequate capacity to serve the project on the east side of the runway. Utility service is not currently available to the west side of the runway.

C. SIGNATURE

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

Signature: \_\_\_\_\_

\_\_\_\_\_ Date Submitted: