

## BELLINGHAM INTERNATIONAL AIRPORT PARKING PROJECTIONS

### PARKING SUPPLY

In April, 2008, there were a total of 1,652 parking spaces at the Bellingham International Airport, including the interim use of the WANG site for remote overflow parking, accessible by shuttle. Parking demand exceeds capacity on a regular basis, requiring use of the southbound lane of Mitchell Way to park up to 200 cars, and sometimes requiring overflow parking along other roads or on undeveloped grass areas east of Mitchell Way. The continued use of Mitchell Way and other entrance roads or grass lots for parking are not viable long-term solutions to meet airport parking demand. These roads were designed to accommodate projected traffic, and closure of one lane constricts traffic volume and circulation and could impact safety.

### BLI PARKING SPACE SUPPLY

Location	Existing Spaces	Proposed Spaces	Acreage	Comments
Original Terminal Lot + Phase 1 Expansion	686		7.68	
Phase 2 Expansion	426	426	3.10	
Phase 3 Restripe existing terminal lot		1,020	NA	Replaces spaces in the original lot
Portion of GA lot (interim staff parking)	40		.33*	Will be needed for GA parking
WANG Site (interim)	500		9.00*	Site is needed for hangars
Proposed Interim lots at Bakerview/ Mitchell	0	580	5.00*	Future industrial expansion area
Phase 4 lot	0	750	6.25	Will replace WANG interim lot
Phase 5 lot		500 (580)	4.10	Replace interim Bakerview lots
Phase 6 lot		500	4.10	High growth/ contingency lot
Total	1,652	3,196	25.23	Total excludes interim lots

\* Acreage excludes interim lots proposed for redevelopment

### PARKING DEMAND

The February 20, 2007 Aviation Demand Forecast Update by URS projected 310,791 enplaned passengers in 2007 and annual enplanement of 114,320 to 363,180 passengers by the year 2025. This URS study projected 35,955 peak month enplanements in 2025. In April of 2008, enplaned passengers for 2008 were estimated to be 326,893, based on scheduled flights and a projected 80% load factor. If current trends continue, enplaned passengers may exceed the URS high projection for 2025. For the purpose of estimating required parking, the URS projected high range forecast of 363,180 annual enplaned passengers by 2025 is used.

In April, 2008, approximately 20% of the passengers using the Bellingham International Airport lived in the Bellingham area, and 80% were from areas outside of Bellingham. A survey of passengers and data on the license plates of cars parked in the BLI parking lot indicates that approximately 35% of the Bellingham passengers and 55% of the passengers from outside the Bellingham area drive to the airport and park in the airport parking lot. The average car parked in the lot carried 2 passengers and remained for 4-5 days. Overlap in time and dates of arrivals and departures creates peak demands and leaves parking spaces vacant between flights, stretching the time each parking space is required to accommodate the average parked car to a full week. Using a weighted average of the stated assumptions, one parking space is required for one week for every 3.9 enplaned passengers. A 20% contingency is added to account for peak days, special events, flight delays or overlaps, oversize vehicles, construction, snow or other conditions which impact parking space demand or availability. Additional spaces are needed for rental car parking and airport employees.

### PROJECTED BLI PARKING DEMAND

	2007	2025
Projected Annual Enplanements	310,791	363,180
Projected peak month enplanements	30,768	35,955
Average enplanements per week in peak month	7,692	8,989
1 space/ 3.9 passengers = parking demand/week	1,972	2,305
Rental car spaces	125	190
Employee parking	75	125
20% Contingency		524
Total parking spaces needed	2,172	3,144

Source: Aviation Demand Forecast Update, URS, February 20, 2007

The above tables indicate a current parking shortage of 520 spaces (2,172 demand-1,652 available, not counting the spaces located within traffic lanes and undeveloped grass lots). Two interim lots are proposed at the intersection of Bakerview Road/Mitchell Way to meet current demand and provide temporary parking during the reconstruction of the main terminal lot in 2008. These interim lots are not walking distance from the terminal and are located on land which will be needed for expansion of adjacent industrial development in the next 3-5 years, but can be constructed to meet current demand without impacting wetlands or buffers. 500 additional spaces are needed to replace the interim parking on the WANG site, which is proposed for redevelopment. These three Interim lots will be replaced by Phase 4 and 5 parking lots in Area 4 adjacent to the existing terminal lot after wetland permits are obtained.

A total of 1,174 additional parking spaces will be required by 2025 to meet projected demand (3,144 demand-1,652 current supply.) Assuming an average of 120 parking spaces per acre (includes aisles, landscaping and stormwater facilities), 14.45 additional acres of land will be needed for parking by 2025. (25.23 acres needed- 10.78 existing.)