



DAVID EVANS
AND ASSOCIATES INC.

Bellingham International Airport
Planned Unit Development and Preliminary Binding Site Plan No. 2
Supplemental Application Information

Assessor's Tax Parcel Numbers:

380215-528351	380215-483278	380210-533088	380210-484042	380210-426037
380215-526366	380215-458516	380210-515017	380210-477100	380210-426003
380215-522411	380215-453340	380210-508317	380210-456012	380210-425361
380215-514394	380215-442456	380210-506078	380210-450105	380210-425072
380215-508359	380215-438519	380210-505014	380210-474085	380210-423012
380215-502433	380215-438489	380210-501088	380210-446047	380210-420015
380215-488300	380214-044540	380210-499100	380210-446037	380210-410348
380215-486361	380214-044509	380210-498066	380210-446027	380210-325166
380215-485341	380214-040425	380210-497108	380210-441080	380203-165070
380215-484403	380214-020457	380210-490012	380210-437013	
380215-463443	380214-004534	380210-488060	380210-436054	

Minimum lot frontage width:

Airport Operations (AO) District: Per WCC 20.70, no minimum lot frontage width is required; therefore, no minimum lot frontage is proposed.

Light Impact Industrial (LII) District: Per WCC 20.66.255, the minimum allowable lot frontage width is thirty (30) feet; therefore, the minimum proposed lot frontage width is thirty (30) feet. However, in the event that property zoned LII may be included within the secured perimeter of the airport security fence, it is requested that such property be granted relief from the minimum lot frontage width requirement of WCC 20.66.255 under the proposed Bellingham International Airport Planned Unit Development (PUD).

Minimum lot depth:

Per WCC 20.66.250 and WCC 20.70.250, the minimum lot size "shall be consistent with the area required to meet the building setback, lot coverage, buffer, open space and development standards of the district"; therefore, no minimum lot depth is proposed.

Public Roads:

Existing public roads providing external site access to the Bellingham International Airport PUD/PBSP area include Airport Drive to the south and West Bakerview Road to the east (east of Development

Area No. 6). Airport Drive serves as the main entrance road into the airport. Both of these roads are maintained Whatcom County roads.

Private Roads:

Existing private roads within the proposed Bellingham International Airport PUD/PBSP, which provide internal access to the airport terminal, general aviation area, and the Airport Industrial Park (AIP) include: Mitchell Way, Airport Way, Sound Way, Williamson Way, Victoria Place, the Hangar Access road, and a portion of West Bakerview Road west of the eastern boundary of Development Area No. 6. These roads are currently owned and maintained by the Port of Bellingham. No additional roads are proposed at this time; however, improvements to existing roadways may be required over the twenty-year project horizon.

Roads	Length (lf)	Length (Miles)	Access Easement / Right-of-way Width (ft)	Pavement Area (sf)	County Standard	Sidewalks
Mitchell Way	6,600	1.25	60	203,757	Secondary Arterial	1 side
Airport Way	1,910	0.36	80	75,110	Secondary Arterial	2 sides
Sound Way	1,000	0.20	60	25,245	Local Access	No
Williamson Way	2,975	0.56	60	65,539	Local Access	No
Victoria Place	750	0.14	50	17,958	Minor Access	No
Hangar Access	520	0.10	40	13,606	Minor Access	No
Bakerview	1,700	0.32	60	40,468	850' Secondary Arterial / 850' Local Access	No
Total:	15,455	2.93	947,600 sf	441, 683		

Number of Lots:

It is anticipated that 18 specific lots will be created under the proposed Bellingham International Airport PUD/PBSP #2, which will be in addition to 56 existing specific lots that were previously created under the Bellingham International Airport General and Specific Bindings Site Plan. The total number of lots within the PUD/PBSP will be approximately 74.

Uses of Surrounding Properties

North: Properties located directly to the north of the proposed project area primarily consist of undeveloped industrial and commercial land.

East: The majority of the eastern project area boundary is located directly adjacent to Interstate Highway No. 5 (I-5). Existing land uses to the east of the airport property include a mixture of industrial, commercial and public uses (i.e. WSDOT, Washington State Patrol) along West Bakerview Road and Airport Drive.

South: Existing land uses directly to the south of the project area include additional Port of Bellingham properties associated with the airport. Additional areas to the south and southeast of the airport property include a mixture of medium to high-density single family and multi-family residential development along Marine Drive and south of Airport Drive, respectively.

West: Land uses directly to the west include rural, low-density residential development and undeveloped industrial land, which is largely in Washington State Department of Natural Resources (WDNR) ownership and open space timber taxation.

Whatcom County Zoning Designations	Location (relative to Airport)
AO – Airport Operations	Airport property to the south
LII – Light Impact Industrial	Airport property and immediately north, northeast, east, southeast, south, and west
GI – Gateway Industrial	East
GC – General Commercial	North
URM18 – Urban Residential 18 units / acre	East southeast
URM16 – Urban Residential 16 units / acre	East southeast
URMX – Urban Residential Mixed	Southeast
UR3 – Urban Residential 3 units / acre	Southeast and south
RR1 – Rural Residential 1 unit / acre	Southwest
R2A – Rural 1 unit / 2 acres	West
R5A – Rural 1 unit / 5 acres	West and northwest

Existing Structures:

The proposed PUD/PBSP project area includes numerous structures associated with airport and industrial/commercial use types, such as: navigational facilities, air cargo, general aviation, passenger terminal facilities, the Washington Air and Army National Guard, aviation support, and industrial/commercial businesses. Specific structures include, but are not limited to, the following:

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| Human Society and SPCA | Storage (Air Guard) | Commercial Aviation Terminal |
| Current Industries | Maintenance (Air Guard) | Wash Rack |
| Aviation Components | Corporate Hangars | Port of Bellingham Office |
| Light Manufacturing (Yamato Bldg) | Private Hangars | Port Maintenance Storage |
| Puget Sound Truck Lines | Self Fueler | Air Cargo (FedEx) |
| U.S. Army Reserve | Aircraft Maintenance Buildings | Security Fence |
| Manufacturing | Automobile Repair Shop | Navigation Aids |
| Sound Beverage | General Aviation Terminal | Parking Gatehouses |
| Woodstone | Airport Traffic Control Tower | Lighting |
| Air National Guard Headquarters | U.S. Customs | Aircraft Rescue and Fire Fighting (ARFF) Building |